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ROYAL
NAVAL BIOGRAPHY;

OR,

Memoirs of the Services

OF ALL THE

FLAG-OFFICERS,
SUPERANNUATED REAR-ADMIRALS,
RETIRED-CAPTAINS,
POST-CAPTAINS,
AND COMMANDERS,

Whose names appeared on the Admiralty List of Sea Officers at the commencement of the present year, or who have since been promoted;

Illustrated by a Series of

HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the

NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,

FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,
TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

By JOHN MARSHALL (B),
LIEUTENANT IN THE ROYAL NAVY.

"Failures, however frequent, may admit of extenuation and apology. To have attempted much is always laudable, even when the enterprise is above the strength that undertakes it. To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted the undertaking without end, and perhaps without improvement. I saw that one enquiry only gave occasion to another, that book referred to book, that to search was not always to find, and to find was not always to be informed; and that thus to pursue perfection, was, like the first inhabitants of Arcadia, to chace the sun, which, when they had reached the hill where he seemed to rest, was still beheld at the same distance from them." *Johnson.*

VOL. I.

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ROYAL NAVAL BIOGRAPHY;

VOL. I.

CONTAINING MEMOIRS OF

ALL THE FLAG-OFFICERS

OF

HIS MAJESTY's FLEET

NOW LIVING,

Including those of

EARL ST. VINCENT, VISCOUNT KEITH, ADMIRAL SCHANCK, AND OTHERS,

WHO HAVE DIED SINCE JANUARY 1, 1823.

WITH COPIOUS ADDENDA.

TO

THE RIGHT HONORABLE

ROBERT VISCOUNT MELVILLE,

BARON DUNIRA,

KNIGHT OF THE MOST ANCIENT AND MOST

NOBLE ORDER OF THE THISTLE,

FIRST LORD COMMISSIONER OF THE ADMIRALTY,

&c. &c. &c.

THIS WORK

IS,

(With his Lordship's Permission,)

MOST RESPECTFULLY INSCRIBED,

BY

THE AUTHOR.

PREFACE.

A NATURAL wish to become acquainted, to a certain degree, with the characters of my contemporaries in a profession to which I am most ardently attached, and to which almost all my life has been devoted, first led me to enquire into the services of the Officers whose Memoirs I now present to the public. In gratifying this desire I collected much information; and, as I gathered, arranged it. My materials, in time, became considerable; and, thinking that what I had found both pleasing and useful to myself, might not be uninteresting to others, I resolved, after some hesitation, to publish that collection in the form here offered. I was, however, chiefly determined to do so by reflecting, that in my researches, I had discovered, that many gallant exploits had been achieved which were either wholly unknown, or had been but little regarded. Every person is aware that it is not always in the events most important to the country, that the greatest skill and courage have been exhibited; and yet, it is only when bravery and superior tactics have been displayed in acts of great public interest, that the reputation they deserved has been bestowed. This work having for its object the

preservation of the names of many brave officers, otherwise liable to be forgotten, and with their many meritorious actions in the warfare of their country, consigned to an oblivion which singly they are undeserving of, and collectively bid a proud defiance to; the present and succeeding volumes will contain the history of the numerous noble achievements of the eventful wars of the late reign, the brilliance of which is lost in the splendour of the more important triumphs by sea and on land. Having this for its design, I indulge a confident hope that it will be secure of consideration. To the Navy, I venture to think it cannot fail to be welcome: and to the British public, never insensible to the glory and security which it owes to his Majesty's fleets, I look with assurance for a favorable reception.

It is urged as an objection to a work of this nature, that praise may be swelled beyond desert, or censure unduly restrained, while the object of the memoir is still in existence to encourage hope or excite fear; and truth be suppressed by expectation of favour or dread of resentment. If this objection were acquiesced in, the excitement of emulation in the youth of our country, by examples of merit, which is one of the most important objects of history, would in a great degree be defeated. In the Royal Navy, especially, the instances of living worth are hardly less numerous than of those gone by. How many are there, upon whom the approbation of the nation has been bestowed, and to whom Great Britain looks with as much expectation against the hour of her need for future services, as she regards them with

gratitude for their past! I join with the whole country in the fervent wish, that, if the dead are the only legitimate themes of history, it may be very long before they become just subjects of biography. But it is obvious, that if we were condemned to silence as respects them and their actions, the influence of some of the most splendid examples would be lost to the rising generation.

To the present attempt, however, the objection does not apply; and the benefit of example may be attained without the possibility of the evil supposed to be blended with it. I have carefully abstained, in every doubtful case, from panegyric or censure. I have left praise or blame to result from a plain and simple narration of facts, as correct as my means of research, and industrious investigation, could render it.

Some grammatical errors, and many inelegancies of composition, are, I have no doubt, discoverable in this volume; these defects will be excused when it is considered that I went to sea at nine years of age, and that I served during the whole of the late war in vessels of a class to which no schoolmaster is allowed. Those with whom I associated had received as little education as myself; and what, therefore, I had not gained from instruction, I could not derive from example. Such inaccuracies, however, in a work of this kind, will, by those who read from curiosity, or for information, be little regarded. The importance of the Duke of Marlborough's communication of a victory was not diminished, nor the authenticity of its details affected, because he neglected his periods and wrote *oxiliaries* in his despatches; nor will the fide-

lity of this volume be impeached, in consequence of my having sometimes used the indicative mood when I ought to have employed the subjunctive. It is for fidelity alone, that I claim any praise, or expect further encouragement in my laborious undertaking.

That there are no errors in this volume, and will be none in those that are to follow, it would be idle to assert. When it is considered, that in the course of the work I shall have to speak of near two thousand persons, my readers will readily pardon a few mistakes. I have at least been anxiously careful to avoid mistatements; and those, which, notwithstanding my diligence, have occurred, shall be corrected, as early as possible after they are pointed out to me.

It will be seen that, of some of the officers mentioned in the present volume, the notices are very short. In this nothing invidious is intended. My respect and reverence for the naval profession is unbounded; and I have, thank God, no enmity to gratify against any individual in existence. The brevity is in some instances to be attributed to the bodily infirmities of the individuals, preventing them from using their pens any further than to acknowledge what they have been pleased to term my "courtesy," in apprising them of my being engaged in such a work, and to express their "regret," that the great distance of their respective residences from town, precluded the possibility of a personal interview. Some few have disregarded my request to be furnished with information relative to their services; and others, being on the continent, or employed on foreign service, I have found it impracticable to com-

municate with, unless indeed I had subjected myself, and the friends of the numerous highly distinguished officers who have honored me with their confidence, to a much greater delay in the production and perusal of this volume, than that already caused by long and severe illness, domestic affliction, and a formidable train of *et ceteras*.

I acknowledge without hesitation, and with thanks, my obligations to previous biographers and compilers: but though a considerable portion of my information has been drawn from those who have preceded me, I have even in this the merit of having so much abridged what I have taken, that though much original matter is added, and nothing material omitted, the whole is comprised in a small space. I apprehend, that, thus to have used the labours of my predecessors, requires no defence; and I trust it will be thought an improvement of the compilations from which I have borrowed, to have introduced many facts and anecdotes not to be found in them.

9, *Beaufort Row, Chelsea,*
May 31, 1823.

ADVERTISEMENT.

THE Addenda contain such additional information as has been transmitted to me since the Work went to the Press. At p. 866, will be found a copy of the petition which was originally presented to the GUARDIANS OF THE WIDOWS' CHARITY, relative to the pensions granted to relicts of Naval Officers; and which led to the establishment of the benevolent regulations now in force.

The reader is requested to turn to the Errata, which is inserted after the Table of Contents; also to the Corrigenda at the end of each volume; and make the necessary corrections.

The abbreviations will be readily understood by referring to the titles of officers, as given at length at the commencement of each memoir.

A Supplement to the Addenda will be delivered with the next volume.

Vol. II. commences with the memoirs of the Superannuated Rear-Admirals and Retired Captains, and contains those of all the Post-Captains who were living on the first day of the present year; and of those officers who have since obtained Post rank.

Vol. III. will contain Memoirs of all the Commanders whose names appeared on the Admiralty List of Sea Officers at the same period, together with those since added. A general Index to the Contents, and a Chronological Table of all the actions &c. recorded in the work, will be given at the end of the volume.

The difficulty of procuring the addresses of officers renders it necessary that those who wish to see the memoirs of their services free from those errors to which a work of this description must necessarily be subject in the hands of an unassisted individual—embracing, as it does, the relation of such a multitude of details, should afford me the means of communication with them, by furnishing me with their address. It is indispensably necessary that all communications be forwarded *free of postage or other expense.*

The Subscribers who desire it may have each part as it comes from the press, instead of waiting for the completion of the work.

It is requested that all communications may be addressed to Lieut. JOHN MARSHALL (B), 10, John Street, Adelphi; or 67, Chancery Lane.

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ERRATA & CORRIGENDA.

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50, l. 4, for *Tranyubar*, read *Tranquebar*.
51, last line of the text, for *employed* qs, read *employed in*,
54, l. 2, for *4th*, read *6th*.
55, lines 1 and 10 of the note, for *Signor*, read *Seignior*.
58, two last lines of the text, for *about being thirty-five*, read *being then about thirty-five*.
71, l. 20, for 1778, read 1798.
71, last line but one of the text, for *Sir Orde*, read *Sir John Orde*.
76, l. 15 of note, for *whom* read *which*.
77, lines 27 and 28, for *the latter died a few days after his arrival*, read *the two latter died a few days after their arrival*.
78, l. 10, for *hilt*, read *hilted*.
82, l. 22, for *head*, read *heads*.
93, line 1 of note, for *Chest at Chatham*, read *Chest of Chatham*.
110, l. 27, for *Waldron*, read *Walrond*.
124, note at bottom, add, *and p.* 602.
129, l. 10 of note, for *sopha*, read *sofa*.
134, l. 14 and 15, for *Jamaica, the station where*, read *the Jamaica station, where*.
134, l. 27, for 1797, read 1796.
159, note ‖, for *Edmund*, read *Edward*.
160, l. 14, for *to which*, read *with which*.
178, l. 3 from bottom, for *sailor*, read *sailer*.
185, l. 3 from bottom, after *ships*, add (*the Culloden excepted*).
190, last line of the text, for *Superb*, read *Captain Keats*.
191, lines 11 to 14, for *the Cæsar passed to close with the ship engaged by the Superb, &c.*, read *the Cæsar passed on to close with the ship engaged by the Superb, but before she could get up with her, the latter had completely beaten her antagonist, whose colours were soon after struck*.
221, l. 3, for *put off commission*, read *put out of commission*.
225, l. 7 from bottom, for *who was*, read *which ship was*.
227, l. 13, for *K. C. B.* read *G. C. B.*
227, l. 29, for *Britsmart*, read *Britomart*.
237, l. 2, for *St. Fiorenzo*, read *St. Fiorenzo*.
244, l. 2, for 1777, read 1776.
253, note †, for *Fencourt*, read *Fancourt*.
256, lines 3 and 4, dele *in which station he continued to serve during the remainder of the war*.
265, l. 3 from bottom, for *Pultency Malcolm*, read *Edward Codrington*.
270, l. 3 from bottom, for *ships*, read *ship*.
292, l. 19, for *particiated*, read *participated*.
304, l. 27, for *which*, read *whom*.
318, l. 19, for *eight*, read *seven*; and for *brigs*, read *bombs*.
324, l. 5, for *finding*, read *find*.
324, l. 20, for 1746, read 1740.
357, l. 15, for *Master Cornelius*, read *Master Cornelius*.
366, l. 30, for *Channels*, read *Channel*.
381, l. 7 from bottom, for *conqueror*, read *Conqueror*.
391, l. 12, after *Lieutenancy*, add *Jan.* 14, 1782.
407, l. 23, for *nearly*, read *closely*.
419, l. 27, for *Commanded*, read *commanded*.
477, l. 2, for *him*, read *them*.
506, l. 7, for *at*, read *of*.
512, l. 26, for 1804, read 1803.
530, l. 18, for *Hughes*, read *Hugues*.
533, l. 6, and 715, l. 18, for *Island*, read *Islands*.
535, dele note †.
548, l. 9, for *Bellevue, Kent*, read *No.* 13, *Great Cumberland Street, London*.
558, l. 27, for *Griffiths*, read *Griffith*.
607, l. 3, for 1803, read 1801.
614, l. 11 from bottom, for 30, read 29.
614, last line, for 40, read 405.
615, l. 4, for *Beamont*, read *Beaumont*.
673, l. 10, for *he*, read *she*.
676, l. 9 from bottom, for *Haxley*, read *Plaxley*.
680, l. 16, for *Issiquibo*, read *Essequibo*.
715, l. 18, for *Leeward Island*, read *Leeward Islands*.
719, lines 13 and 15, for St. *Maure*, read St. *Maura*.
775, l. 5, for *joined*, read *joining*.
829, l. 6 from bottom, after *sloop*, add *during the mutiny*.
849, l. 9 from bottom, for *sails*, read *sail*.

ROYAL NAVAL BIOGRAPHY.

HIS ROYAL HIGHNESS PRINCE WILLIAM HENRY,

DUKE OF CLARENCE,

*Duke of St. Andrews in Great Britain, and Earl of Munster in Ireland. Senior Admiral of His Majesty's Fleet; a Privy Counsellor; Ranger of Bushy Park; Knight Grand Cross of the most honourable military Order of the Bath; Knight of the most noble Order of the Garter, and of the most ancient and most noble Order of the Thistle; Knight Grand Cross of the Royal Hanoverian Guelphic Order; Knight of the Prussian Order of the Black Eagle, and of the French Order of the Holy Ghost; Doctor of the Civil Law; and Fellow of the Society of Arts *.*

THE antiquity, dignity, and importance of the illustrious house of BRUNSWICK, have occasioned such extraordinary care to transmit their annals to posterity, and have employed the pens of so many ingenious writers, in the various languages and different parts of Europe, that we are thereby enabled to trace it up to a very early period with the greatest certainty. And farther to honour this subject, it has been illustrated by the elaborate investigations of the historian Gibbon; who, in

* The Duke is Patron of the Adult Institution and Asylum, established in memory of the late Princess Charlotte, for friendless unprovided daughters of Clergymen and Naval and Military Officers, of any age from 14 to 22:—an asylum, where the grown-up orphan, in the hour of distress and affliction, may find a temporary refuge, at a period when female inexperience stands most in need of protection. H. R. H. is also a Vice-Patron of the Seaman's Hospital Society, established March 8, 1821; and a Vice-President of the London Hospital.

a posthumous publication, entitled "The Antiquities of the House of Brunswick," which he unfortunately left unfinished, has, on the foundation of the profound researches of Leibnitz and Muratori, furnished the English language with information so satisfactory, as to supersede all that went before it.

"An English subject," says Gibbon, "may be prompted by a just and liberal curiosity, to investigate the origin and story of the house of Brunswick, which, after an alliance with the daughters of our kings, has been called by the voice of a free people, to the legal inheritance of the crown. From George the First, and his father, the first Elector of Hanover, we ascend in a clear and regular series, to the first Duke of Brunswick and Lunenburgh, who received his investiture from Frederick the Second, about the middle of the thirteenth century. If these ample possessions had been the gift of the Emperor to some adventurous soldier, to some faithful client, we might be content with the antiquity and lustre of a noble race, which had been enrolled nearly 600 years among the princes of Germany. But our ideas are raised, and our prospect is opened by the discovery, that the first Duke of Brunswick was rather degraded than adorned by his new title, since it imposed the duties of feudal service on the free and patrimonial estate, which alone had been saved in the shipwreck of the more splendid fortunes of his house. His ancestors had been invested with the powerful duchies of Bavaria and Saxony, which extended far beyond their limits in modern geography: from the Baltic Sea to the confines of Rome they were obeyed, or respected, or feared; and in the quarrels of the Guelphs and Gibellines, the former appellation was derived from the name of their progenitors, in the female line. But the genuine masculine descent of the princes of Brunswick must be explored beyond the Alps; the venerable tree, which has since overshadowed Germany and Britain, was planted in the Italian soil. As far as our sight can reach, we discern the first founders of the race in the Marquises of Este, of Liguria, and perhaps of Tuscany. In the eleventh century, the primitive stem was divided into two branches; the elder migrated to the banks of the Danube and the Elbe; the younger more humbly adhered to the neighbourhood of the Adriatic: the Dukes of Brunswick, and the Kings of Great Britain, are the descend-

ants of the first; the Dukes of Ferrara and Modena were the offspring of the second*."

The august subject of this memoir is the third son of his late Majesty George III. by his consort Sophia-Charlotte, Princess of Mecklenburgh Strelitz, and was born Aug. 21, 1765.

Amidst the various means that were employed to call forth the energy and daring spirit of the nation, at that eventful period, when the connection of our American colonies with the mother country was at length destroyed by the assistance and machinations of France, the noble conduct of George III. who entered Prince William Henry as a Midshipman in the royal navy, excited universal admiration, and produced the following encomium from the Spanish Admiral Langara: "Well does Great Britain merit the Empire of the Sea, when the humblest stations in her navy are supported by Princes of the Blood."

His Royal Highness made his first *debut* in the naval service on board the Prince George, of 98 guns, under the tutelage of the late Hon. Admiral Digby, June 15, 1779. His private tutor appears to have been Dr. Majendie, the present Bishop of Bangor. The Prince George was attached to the Channel Fleet, under the orders of Sir Charles Hardy, and cruised in the Bay of Biscay until the latter end of the same year, when she accompanied Sir George B. Rodney to the relief of Gibraltar, the garrison of which place had long been subjected to the privations attendant on a close blockade †. That

* Gibbon's Posthumous Works, vol. ii, p. 637.

† The British armament sailed from Spithead Dec. 26, 1779; and on the 8th of the following month captured the whole of a Spanish convoy, consisting of one 64-gun ship, (afterwards named the Prince William, in compliment to H. R. H., in whose presence she was taken,) six armed vessels belonging to the Royal Caraccas Company, and fourteen sail of transports from St. Sebastian, bound to Cadiz, laden with naval stores, provisions, &c.

Eight days after this fortunate event, chace was given to a Spanish squadron consisting of eleven line-of-battle ships and two frigates, commanded by Don Juan de Langara. A running fight took place, and was kept up during the whole of the ensuing night, in most tempestuous weather, with a heavy sea; and at two o'clock on the following morning six of the enemy's ships had surrendered, besides one (the St. Domingo of 70 guns), that blew up at the commencement of the action. The captured ships

venerable fortress having been put in a state of perfect security, the Commander-in-Chief sent Rear-Admiral Digby to England with part of his fleet, and the prizes taken during the passage, and proceeded with the remainder to the Leeward Islands.

On the 23d Feb. 1780, Prince William Henry was present at the capture of the Prothée, a French 64-gun ship, and three vessels, forming part of a convoy bound to the Mauritius, laden with naval and military stores. From this period H. R. H. served with the Channel Fleet until the spring of 1781, when the Prince George was attached to the fleet sent under the orders of Vice-Admiral Darby, with supplies for Gibraltar. On this occasion 7000 tons of provisions, and 2000 barrels of gunpowder, were landed in the midst of a tremendous cannonade, the enemy having collected such a formidable flotilla of gun-boats, carrying 24 and 18-pounders, for the purpose of impeding the disembarkation, as to render it necessary for several ships of the line to anchor in the bay, for the protection of the transports.

We next find H. R. H. proceeding with Rear-Admiral Digby to the coast of North America, where, preferring a cruising vessel to the inactivity of a stationary ship, the Prince George remaining principally at New York, he was removed at his

were the Phœnix of 80 guns, bearing the Admiral's flag; and the Minorca, Princessa, Diligente, San Julian, and San Eugenio, of 70 guns each. By this time the British fleet, which consisted of three 3-deckers, eleven ships of 74 guns, one of 64, and two frigates, were very near the Spanish coast, which, with the wind as it then blew, was a lee shore. Every exertion was made to put the prizes in a proper state to proceed; but the two last that submitted were so much disabled, and had approached so near the harbour of Cadiz, that it became dangerous, with such rough weather, to attempt taking them in tow: the San Eugenio was therefore abandoned, and soon struck on some rocks, whence she was afterwards hove off by the Spaniards. The San Julian drifting without any mast, excepting the stump of her fore-mast, very near the land, the British officers in possession were obliged to run her a-shore, near to Port St. Mary, where she was entirely lost: providentially, however, all on board escaped. This second disaster which the Spaniards experienced, rendered abortive a projected expedition in concert with the French, against our West India settlements. The total number of killed and wounded on board the British fleet, amounted to 134, including Lieutenants Forbes and Forrest of the navy, and Strachan of the marines.

own request into the Warwick, of 50 guns, commanded by the present Viscount Keith, and was with that officer when he captured l'Aigle, a large French frigate, la Sophie, of 22 guns, and the Terrier sloop of war, off the Delaware river, Sept. 11, 1782.

Prince William Henry continued to serve in the Warwick until the 3d Nov. following, when, in compliance with the command of his august parent, he joined the late Viscount Hood, who had come from the West Indies in quest of a French squadron under the command of the Marquis de Vaudreuil. It was at this time that our illustrious sailor became acquainted with the heroic Nelson, to whom he was first introduced by Lord Hood, on board the Barfleur.

The enemy being securely anchored in the port of Boston, the British Admiral sailed from Sandy Hook on his return to the West Indies, Nov. 22d.; and, after cruising for some time off Cape François, anchored at Port Royal on the 5th Feb. 1783. During H. R. H.'s stay at Jamaica, he was treated with distinguished marks of attention by all ranks of people, and was attended by a corps of cavalry, (to which was given the name of Prince William Henry's regiment,) raised for the express purpose, by the merchants, planters, and other inhabitants.

Subsequent to the termination of hostilities, H. R. H. visited Cape François and the Havannah, at which places he was welcomed by the French and Spanish authorities with every honour due to his exalted rank. His presence at the former had, moreover, the happy effect of preserving the lives of several British subjects, as will be seen by the following handsome communication from the Governor of Louisiana:

"*Cape François, April* 6, 1783.

"Sir.—The Spanish troops cantoned throughout the country, have not, as the French, had the happiness to take up their arms to salute your Royal Highness, nor that of paying you those marks of respect and consideration which are your due: it is what they will ever regret.

"I have in confinement at Louisiana, the principal person concerned in the revolt at Nachez, with some of his accomplices. They have forfeited their parole and oath of fidelity. A council of war founded on equitable laws, has condemned

them to death, and the execution of their sentence waits only my confirmation, as governor of the colony. They are all English. Will you be pleased, Sir, to accept their pardon and their lives, in the name of the Spanish army, and of my King? It is I trust the greatest present that can be offered to one Prince in the name of another. Mine is generous, and will approve my conduct.

"In case your Royal Highness deigns to interest yourself for those unfortunate men, I have the honour to send enclosed an order for their being delivered the moment any vessel arrives at Louisiana communicating your pleasure. We shall consider ourselves happy if this can be agreeable to you. I have the honour to be, &c.

(Signed) "B. D. GALVEZ."

To this letter H. R. H. sent the following answer by Captain (now Sir Manley) Dixon, in the Tobago sloop of war.

"*Port Royal, Jamaica, April 13th*, 1783.

"Sir.—I want words to express to your Excellency my just sense of your polite letter, of the delicate manner in which you caused it to be delivered, and your generous conduct towards the unfortunate. Their pardon, which you have been pleased to grant on my account, is the most agreeable present you could have offered me, and is strongly characteristic of the bravery and gallantry of the Spanish nation. This instance increases, if possible, my opinion of your Excellency's humanity, which has appeared on so many occasions in the course of the late war.

"Admiral Rowley is to despatch a vessel to Louisiana for the prisoners; I am convinced they will ever think of your Excellency's clemency with gratitude; and I have sent a copy of your letter to the King my father, who will be fully sensible of your Excellency's attention to me.

"I request my compliments to Madame Galvez, and that you will be assured, that actions so noble as those of your Excellency will ever be remembered by,

(Signed) "WILLIAM HENRY*."

On the 12th May following, the day on which H. R. H.'s

* Admiral Rowley accordingly despatched a sloop of war to Louisiana, and the prisoners were brought up to Jamaica.

visit to the Havannah terminated, Lord Hood proceeded with his squadron on his return to England, where he arrived, accompanied by the Prince, towards the latter end of June.

In the summer of 1785, Prince William Henry, having served the regular time in the navy as a Midshipman, all the duties of which station he performed with becoming alacrity, and having undergone the usual examination, was appointed third Lieutenant of the Hebe frigate, commanded by Captain (now Sir Edward) Thornbrough: soonafter the Hon. John Leveson Gower hoisted his broad pendant in that ship, and proceeded on a cruise round Great Britain and the Orkney Islands. H. R. H. was presented with an address by the inhabitants of each place at which he touched, and received every possible mark of attention and respect.

The Prince continued in the Hebe until Feb. 1786, in the course of which month he was appointed first Lieutenant of the Pegasus of 28 guns; and on the 10th of April, in the same year, he received his commission as Captain of that frigate *.

On H. R. H. being appointed to the command of the Pegasus, the Port Admiral at Plymouth signified to him, that it was the wish of the Captains then in harbour, to be introduced to him in form: to which the Prince with great readiness assented, and appointed the following day for his levee at the Commissioner's House. The Admiral having introduced the several Captains to H. R. H., he expressed great surprise that his late brother officers, the Lieutenants, did not wait upon him, and signified his pleasure that they should attend his levee the next day. They were accordingly introduced to the Prince, who with a condescension that will ever do him honour, invited himself to dine with them, naming a day previous to that on which he had appointed to dine with the Captains; adding, "And then, my boys, we will have a jolly day together!"

Prince William Henry sailed from Plymouth June 5, 1786, and proceeded to Halifax, in Nova Scotia, where he landed amidst the acclamations of a numerous and loyal people. H. R. H. expressed his desire, that all military form and etiquette with respect to himself should be laid aside: but it

* He passed over the intermediate rank of Commander.

was found impossible to stifle the joy which broke forth, and pervaded all ranks of people, at seeing the son of their beloved Monarch among them.

In the course of November in the same year, he proceeded to the Leeward Island station, where he continued some months under the orders of the late Lord Nelson, at that time Captain of the Boreas frigate, whom he joined, and supported in correcting the abuses in the dock-yard at Antigua, as well as among the contractors, prize-agents, &c. The friendship that had before subsisted between these officers, had been kept up by an occasional correspondence *; and they now contracted that permanent regard for each other, which became so highly honourable and beneficial to both. "It was at this era," says the Prince, "that I particularly observed the greatness of Nelson's superior mind. — The manner in which he enforced the spirit of the Navigation Act, first drew my attention to the commercial interests of my country. We visited the different islands together; and as much as the manœuvres of fleets can be described off the headlands of islands, we fought over again the principal naval actions in the American war. Excepting the naval tuition which I had received on board the Prince George, when the present Rear-Admiral Keats † was Lieutenant of her, and for whom both of us equally entertained a sincere regard, my mind took its first decided naval turn from this familiar intercourse with Nelson ‡."

The high opinion which that great man entertained of the Prince, is illustrated by the following extract from a letter to his early friend, Captain Locker. "You must have heard long before this reaches you, that Prince William is under my command. I shall endeavour to take care that he is not a loser by that circumstance. He has his foibles, as well as private men;

* A large portion of Clarke and M'Arthur's splendid Life of Lord Nelson is compiled from the correspondence the hero kept up with his Royal Highness.

† The present worthy Governor of Greenwich Hospital.

‡ During the time the Prince remained on the Leeward Island station, H. R. H. and Nelson dined alternately with each other. A piece of the mast of the Victory, before which Nelson fell, has been consecrated to his memory by the Duke of Clarence, in a Naval Temple at Bushy Park, which also contains a bust of the noble Admiral.

but they are far overbalanced by his virtues. In his professional line he is superior to near two-thirds, I am sure, of the list; and in attention to orders, and respect to his superior officer, I hardly know his equal: this is what I have found him." In a subsequent letter he says, "H. R. H. keeps up strict discipline in his ship; and without paying him any compliment, she is one of the finest ordered frigates I have seen."

The marriage of Nelson and the accomplished Frances Herbert Nisbet *, took place at Nevis, March 11, 1787. The bride was given away by Prince William Henry; who with many others congratulated their friend in having borne off the principal favourite of the island. In the month of May following H. R. H., having completed the tour of the islands †, sailed from Grenada, and arrived at Jamaica on the 31st. In August he proceeded to Quebec, and thence returned to Plymouth, where he anchored Dec. 27th, after an absence of one year and a half.

On his arrival in England, the Prince was appointed to command the Andromeda frigate, in which ship he again visited the West Indies. The Andromeda anchored at Port Royal, Nov. 15, 1788, when the whole House of Assembly waited on H. R. H. with their congratulations: and on the 2d of December, they voted a thousand guineas to be laid out in the purchase of an elegant star, ornamented with diamonds, to be presented to him, as an humble testimony of the very high respect and esteem the island entertained for his eminent virtues, and the happiness they felt in seeing him among them; as well as the grateful sense they had of the particular attention paid by H. R. H. to the duties of a profession, which was the support and defence of the British empire in general, and of that island in particular ‡.

On the 19th May 1789, H. R. H. was created Duke of

* Mother of the present Captain Josiah Nisbet, of whom a Memoir will appear in a subsequent part of this work.

† The House of Assembly at Barbadoes passed a vote to present H. R. H. with a gold-hilted sword, valued at three hundred guineas. The Council and Assembly of Dominica presented him with a time-piece of equal value.

‡ At a subsequent period the same body voted three thousand guineas, to purchase a piece of plate to be presented to H. R. H., as a testimony of their sense of his great parliamentary services in the important question relative to the African Slave-trade.

Clarence, and of St. Andrews in the kingdom of Great Britain, and Earl of Munster in Ireland *. In 1790, when the conduct of the Spaniards at Nootka Sound seemed to render a war inevitable, he was nominated to the command of the Valiant, of 74 guns; and, on the 3d Dec. in the same year, advanced to the rank of Rear-Admiral. By subsequent promotions H. R. H. had become an Admiral of the Red, when, on the demise of Sir Peter Parker, Bart., in Dec. 1811, he succeeded that veteran officer as Admiral of the Fleet.

During the late wars the Royal Duke often solicited employment, but without success. He, however, took an active part in Parliament whenever naval affairs became the subject of discussion, and never omitted any opportunity, afforded him by the successes of his professional brethren, to express his gratitude as a Prince of the Blood for their exertions in support of the throne and constitution of these realms.

In April 1814, the period of Napoleon Buonaparte's abdication, H. R. H. hoisted his flag on board the Jason frigate, being appointed to escort Louis XVIII. to his native country. At one P. M. on Sunday the 24th of that month, his Most Christian Majesty left Dover pier in the Royal Sovereign yacht, under a salute from all the batteries. The Prince Regent of Great Britain placed himself on the farthest part of the pier, and joined in the cheers of an immense concourse of delighted spectators. The scene was grand and impressive. The event itself will form a distinguished feature of our history. On arriving off the French coast, the yacht hove to, when the Jason, followed in succession by the other ships of the squadron, passed her, saluted, manned the yards, gave three cheers, and bore away. The yacht then approached the harbour of Calais, and was received by a tremendous explosion from the different batteries, which continued upwards of two hours. The Duke of Clarence having now performed the high and gratifying office, of conveying a Monarch to the long-

* The first creation of a Duke in England was by a charter, dated March 13, 11 Edward III, in favour of his son Edward, surnamed the Black Prince, wherein he was declared Duke of Cornwall, to hold to himself and his heirs, Kings of England, and to their first-born sons; by virtue of which charter, the eldest son of the King of England is by law acknowledged Duke of Cornwall the instant he is born.

lost throne of his ancestors, immediately returned to the English coast.

H. R. H. soon after removed his flag into the Impregnable, of 98 guns, on board which ship the Emperor of Russia, King of Prussia, and their respective suites, embarked June 6th following, and were landed in the evening at Dover. The fêtes that followed upon the arrival of these distinguished visitors are too well known to require a recital here: it is sufficient to observe, that the grand naval review at Spithead took place under the able management of the Duke of Clarence, assisted by the talents of Sir Richard Bickerton, the Port Admiral, and the Hon. Henry Blackwood, Captain of the Fleet, whose indefatigable zeal and exertion in arranging and reducing into form these proceedings, H. R. H. was pleased to acknowledge in general orders *.

The Royal Duke married July 11, 1818, her Serene Highness Adelaide-Amelia-Louisa-Theresa-Caroline, Princess of Saxe-Meiningen, eldest daughter of the late reigning Duke.

Country seat.—Bushy Park, Middlesex.

Town residence.—Clarence-house, Stable-Yard, St. James's.

* See Sir RICHARD BICKERTON.

RIGHT HONOURABLE

JOHN EARL OF ST. VINCENT,

Viscount St. Vincent, and Baron Jervis; an Admiral of the Fleet; General of the Royal Marines; a Privy Counsellor in Great Britain; one of the Council of State for the Duchy of Cornwall; Knight Grand Cross of the most honourable Military Order of the Bath; and of the Portuguese Order of the Tower and Sword; a Fellow of the Royal Society; and one of the Elder Brethren of the Trinity House.

It is well known, that the naval services of this venerable officer have raised him to his present elevated station. He is descended from James Jervis, of Chathill, in the county of Stafford, who lived temp. Henry VIII, and whose second son William, having settled at Ollerton, in Shropshire, was the ancestor of Swynfen Jervis, Esq. of Meaford, co. Stafford, Barrister at Law, sometime Counsel to the Board of Admiralty, and Auditor of Greenwich Hospital, who married Elizabeth daughter of George Parker, of Park-Hall, in the same county, Esq., and sister of the Right Hon. Sir Thomas Parker, Knt., Chief Baron of the Exchequer, by whom he had two sons: viz. William, a gentleman usher of the Privy Chamber to his late Majesty, died in 1813; and John, the subject of this memoir, who was born at Meaford, Jan. 9, 1734, and originally intended for the law; but evincing a decided predilection for the sea service, his father determined to educate him accordingly.

In 1748-9, we find Mr. Jervis serving as a Midshipman on board the Gloucester of 50 guns, bearing the broad pendant of the Hon. George Townshend, on the Jamaica station. On the 19th Feb. 1755, he was promoted to the rank of Lieutenant; and not long afterwards, selected by that admirable officer the late Sir Charles Saunders *, to serve on board his flag-ship, the Neptune, a second rate.

* Sir Charles Saunders died Dec. 7, 1775. He was first Lieutenant of Commodore Anson's ship, in his celebrated expedition to the South Sea.

In the memorable expedition sent against Quebec, in 1759, Mr. Jervis accompanied Sir Charles as his first Lieutenant, and was by him made a Commander in the Porcupine sloop. The operations in the river St. Lawrence having terminated successfully, our officer returned to England, and soon after proceeded to the Mediterranean under the orders of his former patron, by whom he was appointed acting Captain of the Experiment, a post ship, mounting 20 guns, during the indisposition of Sir John Strachan.

In this vessel Captain Jervis was attacked by a large xebec, under Moorish colours, mounting 26 guns of very heavy calibre, besides a considerable number of swivels. Her crew, which was nearly three times as numerous as that of the Experiment, was French. The conflict, though furious, was short; and the assailants probably considered themselves extremely fortunate in being able to effect their escape.

On the 13th Oct. 1760, the year in which his late Majesty ascended the throne, Captain Jervis was posted, and appointed to the Gosport of 40 guns. Nothing of importance occurred until May 11th, 1762, when the Gosport, in company with the Superb, of 74 guns, Danäe frigate, and a fleet of merchantmen bound to the colonies, fell in with a French squadron of superior force, under M. de Ternay, having on board 1500 troops, destined for the attack of Newfoundland. The English Commodore, Rowley, for the better protection of his charge, dropped into the rear, formed his line of battle, and brought to; but the enemy not choosing to risk an action, hauled his wind, and made off.

The Gosport proceeded to Halifax, and from thence, in company with Lord Colville's squadron, to block up M. de Ternay, who had taken possession of the harbour of St. John's, and thrown a boom across its entrance. On the 11th Sept. Colonel Amherst joined the Commodore with a body of troops from Louisbourg. A landing was immediately effected in Torbay, about three leagues from St. John's: the enemy made an attempt to oppose it, but was repulsed with some loss. On the 16th, a strong westerly wind, attended by a thick fog, forced Lord Colville from his station before the harbour; of which M. de Ternay availed himself, slipped his cables, and stood to sea. On the 18th, M. de Haussonville,

the commander of the troops, finding that he was deserted by his naval colleague, and that it was impossible to hold out any longer, offered terms of capitulation; which being accepted, he and his followers became prisoners of war.

Captain Jervis returned to England with the trade from Virginia, and continued to command the Gosport, principally on the home station, during the remainder of the war. He held no subsequent command till the year 1769, when being appointed to the Alarm, of 32 guns, he was ordered to the Mediterranean.

In the month of August, 1770, being at Villa-Franca, he had the honour of entertaining on board his ship the Duc de Chablais, brother to the King of Sardinia, who expressed himself most highly gratified at his reception, and presented Captain Jervis with a diamond ring, enclosed in a large gold snuff-box. He also distributed several watches and boxes among the officers, and left a large sum of money for the ship's company.

In 1772, the Alarm being at anchor in the bay of Marseilles, parted her cables and drove on some rocks; but was saved from destruction by the skill and exertions of Captain Jervis, assisted by M. Pleville de Pelly *, a Lieutenant in the French navy, and Intendant of Marseilles, to whom the British Admiralty afterwards forwarded a case, containing several pieces of plate richly chased, as a return for the services he had rendered the frigate.

Captain Jervis remained on the Mediterranean station till 1774, in which year he was appointed to the Foudroyant, of 84 guns; a ship originally belonging to the French, and captured from them Feb. 1st, 1758, by the Monmouth, of 64 guns †. This ship was justly considered as a pattern to the rest of the fleet, in point of discipline and good order; and so much was she extolled, that when persons of distinction honoured the Western squadron with their presence, the Foudroyant was always the ship they first visited‡.

* M. Pelly was afterwards Minister of Marine to the French republic.

† The Monmouth was commanded by Captain Arthur Gardiner, who died of his wounds the day after the action.

‡ The late amiable Duchess of Devonshire had nearly lost her life on an occasion of this kind; for when the fleet lay in Torbay, at the time her consort was attending his duty in the Western Camp, as Colonel of the Derbyshire Militia, she determined to take a view of the Foudroyant: but

Our officer continued uninterestingly employed on the various services allotted to the Channel Fleet, till June 1778, on the 18th of which month he captured the Pallas, French frigate, of 32 guns and 220 men. Soon after this, the battle between the English and French fleets, under the respective commands of Keppel and d'Orvilliers, was fought; a battle which, from the peculiar circumstances that attended it, was subsequently productive of more party clamour and acrimonious invective, than perhaps any other event in our naval history *. On this occasion Captain Jervis was selected by Admiral Keppel to be one of his seconds; and the Foudroyant was as closely engaged and as much disabled as any ship in the fleet. She had five men killed and eighteen wounded.

We now come to detail the particulars of one of the most brilliant actions which had occurred during the American war; namely, the capture of the Pégase, of 74 guns and 700 men, commanded by the Chevalier de Cillart. In the month of April, 1782, Admiral Barrington sailed for the Bay of Biscay with twelve sail of the line; and on the 20th, when within a short distance of Ushant, discovered an enemy's fleet. A general chace ensued; and at the close of the evening, Captain Jervis had so far outstripped the rest of the squadron, that when night came on, with hazy weather, he lost sight of them entirely, but still kept a full view of the enemy, whom he pursued with unremitting vigour. The enemy's fleet consisted of eighteen sail, laden with provisions and ammunition, and containing a considerable number of troops for the supply of the French fleet and forces in the East Indies; being particularly destined to replace the convoy which had been taken by Admiral Kempenfelt in the preceding winter; they had

unfortunately, as Captain Jervis was leading that accomplished ornament of the British Court from Brixam Quay to the barge prepared to carry her on board, the plank over which they were going slipped, and thereby gave

'The brightest beauty to the surly wave!'

On being taken out of the sea, her Grace was under the necessity (Brixham being a wretched fishing town) of repairing to the cot of an old woman, with whom she exchanged clothes, and those of the Duchess remained in the possession of her humble hostess.

* During the trial of Admiral Keppel, in Jan. 1779, on four charges exhibited against him by Sir Hugh Palliser, relative to his conduct in the above action, Captain Jervis was examined as a witness. The evidence he gave was spirited, clear, consistent, and decidedly in favour of the accused.

sailed from Brest only the day before, and were escorted by the Protecteur and Pégase, of 74 guns each, l'Actionaire, a two-decker armed *en flute*, and a frigate. The Foudroyant gained so fast upon the chace, that it was evident they could not escape without an engagement; the convoy was therefore dispersed by signal; and the two 74's having consulted together, it was determined, that, as the Protecteur had a large quantity of money on board, she should make the best of her way; and that, if fighting was inevitable, the Pégase should abide the consequence. A little before one A. M. the Foudroyant came up, and was closely engaged with the Pégase. The action was extremely fierce whilst it lasted; but, within less than an hour from its commencement, Captain Jervis laid the French ship aboard on the larboard quarter, and compelled her to strike. Nothing could have afforded a more remarkable instance of the decided superiority of seamanship and discipline on the one side, and of the great effects which these qualifications produced on the other, than the circumstances of this gallant action. On board the Pégase, 80 men were killed and wounded; the hull, masts, and yards of the French ship, were materially injured; and the damage she sustained was beyond any thing that could have been supposed, considering the short time she was engaged; while the Foudroyant received but little injury; not a man was killed; none mortally, and her commander the most seriously wounded *. At this time the sea was so rough, that it was with great difficulty Captain Jervis, with the loss of two boats, could put an officer and eighty men on board the prize. Soon after this was effected, the Foudroyant lost sight of the Pégase; but the Queen fortunately coming up, took possession of her. In consequence of this gallant action, Captain Jervis was honoured with the insignia of a Knight of the Bath †.

In the month of October, 1782, Sir John Jervis accompanied Earl Howe, who was sent with a powerful fleet to re-

* Captain Jervis was wounded by a splinter, which struck him on the temple. The engagement between the Foudroyant and the Pégase was admirably depicted by Serres, who devoted two pictures to the subject.

† May 29, 1782.

lieve the important fortress of Gibraltar, which was then closely pressed on the land side by a very numerous Spanish army, while at the same time the combined armaments of France and Spain, amounting to nearly fifty ships of the line, attempted to block it up by sea. In the skirmish that took place outside the Gut, after the object of the expedition had been accomplished, the Foudroyant had 4 men killed and 8 wounded.

Respecting the relief of Gibraltar, it has been justly said, that "foreign nations acknowledge its glory, and every future age will confirm it. Not only the hopes, but the fears of his country, accompanied Lord Howe. The former rested upon his consummate abilities, and approved bravery; while the latter could not but look to the many obstacles he had to subdue, and the superior advantage of the fleet that was to oppose him. Nevertheless, he fulfilled the grand objects of the expedition; the garrison of Gibraltar was effectually relieved, the hostile fleet baffled and dared in vain to battle; and the different squadrons detached to their important destinations; while the ardent and certain hopes of his country's foes were disappointed."

Immediately on the return of the fleet to England, Sir John Jervis was chosen to command a small squadron destined on a secret expedition. He accordingly quitted the Foudroyant, and hoisted a broad pendant on board the Salisbury, of 50 guns; but it was soon after hauled down in consequence of the sudden cessation of hostilities *.

About this period, our officer was chosen representative in Parliament for the borough of Launceston, in Cornwall; and at the general election in 1784, he was returned for the town of North Yarmouth, and soon distinguished himself by opposing an expensive plan, which was then in agitation, for fortifying the dock-yards; not only as a member of parliament, but as a member of the board of officers, which was convened for the purpose of investigating the propriety of the measure. He also gave a firm support to every proposal which was calculated to advance the good of the service, or the welfare of his brother officers.

* The preliminary articles of peace between Great Britain, France, Spain, and America, were signed at Versailles, Jan. 20, 1783.

Sir John Jervis was advanced to the rank of Rear-Admiral, Sept. 24, 1787; and in the armament of 1790, had his flag flying on board the Prince, of 98 guns. His quarter-deck was full of young gentlemen, cadets of some of the first families in the kingdom, who made the greatest interest to place them as midshipmen with so distinguished a commander. On the reduction of the armament, each flag-officer then employed was indulged by the Lords Commissioners of the Admiralty, with the permission to recommend a Lieutenant and Midshipman for promotion. As many of those gentlemen had passed their examination, each flattered himself of being the fortunate one, according to his high connections; but, to their great disappointment and surprise, Sir John selected a young man, the son of an old Lieutenant, and wrote him the following letter:

"Sir.—I named you for the Lieutenant I was allowed to promote, because you had merited the good opinion of your superiors, and that you were the son of an old officer and worthy man, in no great affluence: a steady perseverance in that conduct which has caused you to be thus distinguished, is the most likely means to carry you forward in the profession; for I trust other officers of my rank will observe the maxim I do—to prefer the sons of brother officers, when deserving, before any others.

I am, Sir,
Your humble Servant,
"*Rochetts, Dec.* 24, 1790." JOHN JERVIS."

At the general election which took place in May, 1790, the Rear-Admiral was chosen Member of Parliament for Chipping Wycombe, which borough he represented till the commencement of the war with the French Republic *, when he vacated

* On the execution of the unfortunate Louis XVI, the English ambassador was recalled, an embargo was laid on all corn vessels freighted for France; and on the 24th Jan. 1793, Lord Grenville intimated to M. Chauvelin, the minister of that power, that he must quit the kingdom within eight days. On the 1st Feb. upon the motion of the celebrated *Brissot*, the French National Convention declared war against his Majesty the King of Great Britain, and the Stadtholder of the United Provinces. On the 11th this event was officially announced to Parliament, and proclamation issued for making reprisals.

his seat, and accepted the command of a squadron, destined to co-operate with General Sir Charles Grey in the reduction of the French West India Islands *.

In this toilsome service, with the most formidable difficulties to encounter, the spirit and perseverance of these brave commanders were pre-eminently conspicuous; and the London Gazette Extraordinary, in the month of April, 1794, announced the important intelligence, that, on the 16th March preceding, the whole island of Martinique had been captured from the French, excepting the forts Bourbon and Royal, which were then closely besieged; and, on the 26th of the same month, despatches were received, containing intelligence of the complete subjugation of that valuable colony.

This success proved the prelude to as speedy a reduction of St. Lucia and Guadaloupe; but, in consequence of the sickness of the troops, and want of a sufficient reinforcement, these conquests could not be retained.

Sir John Jervis returned home from this expedition with his health considerably injured, and very much emaciated from the effects of the yellow fever, and arrived at Plymouth Jan. 11, 1795. On the 1st June, in the same year, he was advanced to the rank of Admiral of the Blue †.

As soon as his health was sufficiently re-established, our officer, who had in the intermediate time received the thanks of Parliament, and the freedom of the city of London, for the eminent and distinguished services he had rendered to his country during the West India campaign, was appointed to succeed Admiral Hotham in command of the fleet stationed in the Mediterranean. He accordingly proceeded thither in the Lively frigate; and on his arrival, hoisted his flag on board the Victory, of 100 guns ‡.

About this period, the French Directory had, by insinua-

* A faithful and curious account of the Campaign in the West Indies, accompanied by many official documents, and several handsome illustrative prints in aquatinta, copied from drawings made on the spot, was afterwards published by the late Rev. Cooper Willyams, the Admiral's Chaplain.

† About this time he lost all his luggage, by the burning of the Boyne, his late flag ship. See Retired Captain, Hon. Sir GEORGE GREY, Bart.

‡ The limits of Sir John's command were afterwards extended along the coasts of Spain and Portugal, to Cape Finisterre.

tions, threats, and other artifices of terror or persuasion, contrived to detach the Court of Spain from its alliance with England *, in consequence of which the situation of the British force employed in that quarter, was suddenly rendered extremely critical. Though the state of the Toulon squadron was insufficient to create any disquiet in Sir John's mind; yet the Spanish ships at Carthagena alone, were numerically far superior to those under his orders. The political situation of his country, at that time, rendered the greatest exertions necessary. A formidable combination was raised against her; and the fleets of France, Holland †, and Spain, had they all been permitted to unite, would have composed an immense armament, consisting of nearly one hundred sail of the line. The internal commotions which had for some time pervaded Ireland, appeared to afford these confederated foes the greatest hopes of success, provided it were possible for them to put on shore a body of troops sufficiently numerous to countenance the rebellious insurgents in their open avowal of that treason, which, owing to the insidious representations of those among their own countrymen who possessed most influence, and were considered as the leaders of their party, had long been cherished by them. At this period it had attained a height truly formidable and alarming.

An attempt was made by France, immediately after Spain became an ally to the cause of republicanism, to carry this project into execution; and though it had completely failed, there was little reason to expect that the want of success on that occasion would so far intimidate the enemy, as to prevent a repetition of it. Regarding, therefore, the general posture of public affairs, it must appear evident, that very urgent necessity peremptorily demanded the immediate execution of some grand and decisive measure, which might, by its consequential success, contribute to dispel that tremendous

* A treaty of peace between France and Spain was signed at Basle, July 22, 1795; and on the 19th Aug. 1796, a treaty of alliance, offensive and defensive, was concluded between these powers. Spain declared war against England Oct. 8th following.

† Letters of marque and reprisal were formally issued against the Dutch, Sept. 15, 1795. Orders, however, to seize all vessels belonging to the republic, had been given on the 19th Jan. preceding.

cloud which appeared on the point of bursting over this country. With this situation, together with all the circumstances which led to it, Sir John was perfectly well acquainted: but very little relief could be expected, highly as the abilities of its commander might be estimated, from a squadron consisting of ten ships of the line, which, putting the French force at Toulon totally out of the question, had to contend with an enemy of nearly three times its own force.

This disparity of numbers was in some degree reduced by the arrival of Rear-Admiral Parker, with five sail of the line, from England, who formed a junction with Sir John Jervis off Cape St. Vincent, on the 6th Feb. 1797 *. Still, however, his force was so very unequal to that of the enemy, that nothing but the existing case could have warranted the attack; nor any thing short of the greatest exertions in regard

* The British squadron, after this junction had been effected, consisted of the following ships, whose names are given according to the order in which they were formed previous to the commencement of the action on the 14th.

	Guns.	
Culloden	74	Captain Thomas Troubridge.
Blenheim	98	Thomas Lenox Frederick.
Prince George	98	Rear-Admiral William Parker. Captain John Irwin.
Orion	74	James Saumarez.
Irresistible	74	George Martin.
Colossus	74	George Murray.
Victory	100	Admiral Sir John Jervis, K. B. First Captain, Robert Calder. Second Captain, George Grey.
Barfleur	98	Vice-Admiral Hon. Wm. Waldegrave, (Now Lord Radstock.) Captain James Richard Dacres.
Goliah	74	Sir Charles H. Knowles, Bart.
Egmont	74	John Sutton.
Britannia	100	Vice-Admiral Charles Thompson. Captain Thomas Foley.
Namur	98	James Hawkins Whitshed.
Captain	74	Ralph Willet Miller.
Diadem	64	George Henry Towry.
Excellent	74	Cuthbert Collingwood

With the Lively, Niger, and Southampton frigates, two sloops of war, and a cutter.

to professional knowledge and gallantry which the human mind is perhaps capable of making, could have rendered its event successful. Independent of that superiority which the enemy possessed in respect to numbers, they had the additional advantage of being so near to their own ports, that even in case of discomfiture, they could retire without dreading the consequences of pursuit, and moor in safety under the cannon of their own fortresses, in a less space of time than would be required to refit the rigging of a frigate, after an hour's contest with a vessel of equal force. The magnitude of the object, a firm reliance on the intrepidity, as well as activity of those whom he commanded, and a proper confidence in his own judgment, contributed to make the British Admiral despise all the surrounding difficulties; and determined him to attempt a new mode of attack, which he had arranged in his mind as practicable, should fortune ever favour him with an opportunity of carrying it into execution. He had long entertained very sanguine hopes it would be crowned with the most brilliant success; and the instant he received the augmentation of force before alluded to, and became apprized of the enemy's fleet being at sea, he delayed not a moment in making known to those he commanded, his resolution to engage them, and the peculiar manner in which he intended to arrange his attack.

In this situation of affairs, the Spanish Admiral Don Josef de Cordova sailed from Carthagena, Feb. 1st, 1797, with a fleet consisting of twenty-seven sail of the line, twelve frigates, and a brig*.

* Spanish Line of Battle.

Van Squadron.	Guns.
Bahama	74
Pelayo	74
San Pablo	74
Neptuno	80
Concepcion	112
San Domingo	74
Conquistadore	74
San Juan Nepomuceno	74
San Genaro	74

Repeaters.—Brigada, Casilda, Perla, Mercades—Frigates.

On the night of the 11th, this fleet was discovered by the Minerve frigate, on board of which was Commodore Nelson *, then on his way from the Mediterranean to join the Commander in Chief. Captain (now Vice-Admiral) Foote, of the Niger frigate, also kept company with them for some days previous to the 13th; and that night they approached so near the British squadron, that their signal guns were distinctly heard.

The morning of the 14th was dark and hazy; but about half-past six o'clock five of the enemy's ships were discovered in the S. by W., and before eleven o'clock, 25 sail were visible to the British squadron †.

Centre Squadron.	Guns.
Mexicano	112
Terrible	74
Oriente	74
Soberano	74
Santissima Trinidada	130
San Nicolas	80
San Ysidro	74
Salvador del Mundo	112
San Ildefonso	74

Repeaters.—Paz, Dorotea, Guadaloupe, Santa Teresa, frigates,—and Vigilante, brig.

Rear Squadron.	
Conde de Regla	112
San Firmin	74
Firme	74
Principe d'Asturias	112
San Antonio	74
Glorioso	74
Atlante	74
San Francisco de Paula	74
San Josef	112

Repeaters.—Matilda, Diana, Antiocha, Ceres—Frigates.

* Commodore Nelson, on joining the fleet, hoisted his broad pendant in the Captain, of 74 guns.

† On the 5th of the month, when passing Gibraltar, the Spanish Admiral despatched three 2-deckers, and a frigate, to escort about 70 sail of transports, with troops and military stores, for the camp at St. Roque, into Algeziras. One of the line-of-battle ships immediately

At 11^h 26′ A. M., the Admiral communicated his intention to pass through the Spanish fleet, the main body of which was bearing down in some confusion to join the ships that had been first seen; and immediately the signal was made to engage. At about 11^h 30′ the action commenced by the Culloden firing against the enemy's headmost ships to windward: as the squadron advanced, however, the battle became more general; and it was soon apparent, that Sir John Jervis had accomplished his design. In the mean time, the regular and animated fire of the British squadron was but feebly returned by the enemy's ships to windward, which were also completely prevented from joining their companions to leeward, and obliged to haul their wind on the larboard tack. Thus a part of the Spanish fleet was effectually cut off from the main body, and they were reduced to the necessity of also forming on the same tack, apparently with the intention of passing through, or to leeward of the British line; but such was the reception they experienced, that they were obliged to put about, and did not appear again in the action till the close of the day.

Sir John Jervis having thus fortunately obtained his first object, now directed his whole attention to the enemy's main body to windward; which was reduced at this time, by the separation of the ships to leeward, to eighteen sail of the line. At a little after twelve o'clock, the signal was made for the British fleet to tack in succession; and soon after, the signal for again passing the enemy's line; while the Spanish Admiral's design appeared to be, to join his ships to leeward, by wearing round the rear of the British squadron. The intention of the enemy was, however, soon perceived by Commodore Nelson, whose station in the rear afforded him an opportunity of observing the manœuvre. In order to frustrate the design, therefore, his ship had no sooner passed the Spanish rear, than he wore and stood on the other tack, towards the enemy.

rejoined the fleet, but the others were not able to do so till the close of the ensuing battle.

In executing this bold manœuvre, the Commodore found himself alongside of the Spanish Admiral, the Santissima Trinidada, of 130 guns. Notwithstanding this immense disparity, that brave officer did not shrink from the contest; though the Spaniard was also warmly supported by her two seconds a-head and a-stern, both of whom were 3-deckers. While he sustained, however, this unequal conflict, his friends were eagerly pressing to his assistance; the enemy's attention, therefore, was soon directed to the Culloden, and the Blenheim; and the able support afforded by these vessels to Commodore Nelson, and the approach of Rear-Admiral Parker with four others ships, determined the Spanish Commander to relinquish his design of rejoining his ships to leeward, and to throw out the signal for his main body to haul their wind, and make sail on the larboard tack.

The advantage was now evidently on the side of the British; and while the advanced division warmly pressed the centre and rear of the enemy, Sir John meditated with the ships near him a co-operation, which might effectually compel some of them to surrender. In the confusion of their retreat, several of the Spanish vessels had doubled on each other. It was therefore Admiral Jervis's plan, to reach the weathermost of those ships, then to bear up, and take them all in succession. The casual position of the rear vessels in his own division, however, prevented the execution of this design. He therefore ordered the leading ship, the Excellent, to bear up, while with the Victory, he passed to leeward of the enemy's rear. Captain Collingwood, in obedience to the Admiral's orders, passed between the two sternmost ships of the enemy; and gave one of them, the San Ysidro, so effectual a broadside, that having been much injured before, she was obliged to submit. The Excellent then passed on to the relief of the Captain, which was engaged with a 3-decker, carrying a flag; but before she could arrive, this vessel became entangled with her second, a 2-decker. In this state they were both boarded by the Captain; and the smaller of them, the San Nicolas, was in a short time in the possession of her opponent. The three-decker, the San Josef, followed the fate of her second, and became immedi-

ately a prize to Commodore Nelson, who headed the party that boarded her from the San Nicholas. In the mean time Sir John Jervis ordered the Victory to be placed on the lee quarter of the rearmost ship of the enemy, the Salvador del Mundo; and threw in so effectual a discharge, that her commander seeing the Barfleur, carrying Vice-Admiral Waldegrave's flag, bearing down to second the Victory, thought proper to strike.

Thus four of the enemy's ships were in possession of the British; while the van ships continued to press hard on the Santissima Trinidada, and the others, which composed the rear of the flying fleet. The career of victory was, however, stopped by circumstances not in the power of the British Commander to control. The ships, which in the morning had been separated from the main body of the Spanish fleet, were now able to make their approach; two fresh vessels, also, which had not appeared in the action bore down *, and two of the flying ships tacked to support their chief. These circumstances, therefore, with the lateness of the hour, and the necessity of securing the prizes, determined the conquering Admiral to bring to. A little after 4, P. M., the signal was made to this effect; and a strong line was formed for the protection of the prizes and disabled vessels. The enemy's fresh ships, on approaching, opened a fire on the covering vessels; but though superior in number, and fresh for action, they contented themselves with a few irregular broadsides, and left the British Admiral to sail off triumphantly with his prizes. The judicious close of this glorious action evinces the judgment of Sir John Jervis to have been equal to his valour: for had the signal to bring to been delayed even five minutes longer, the prizes must not only have remained very insecure, but possibly, with Commodore Nelson's ship, might have fallen into the hands of the enemy. Owing to the situation of both the fleets, the British ships could not have formed without abandoning the prizes, and running to leeward, the enemy at this time having at least eighteen or nineteen ships that had sustained very little damage. At this period the Captain was lying a perfect wreck on board the San Nicolas and San

* See Note † at p. 23.

Josef; and many other ships were so shattered in their masts and rigging, as to be wholly ungovernable.

The loss of the British in this engagement, in killed and wounded, according to the official returns, was exactly 300 men *: that of the Spaniards, in the captured ships alone, amounted to 603; and those which escaped must also have suffered considerably.

The day after the action, whilst the British ships were close under Cape St. Vincent, refitting and getting the prizes in a condition to carry sail, tweny-two sail of the Spanish fleet hove in sight and bore down in a regular line of battle, as if determined to engage the British, and endeavour to rescue their unfortunate companions; they however thought it most safe to haul off, and after encountering much bad weather, retired into Cadiz.

On the 16th, Sir John Jervis put into Lagos Bay, to secure the prizes, and repair the damages the squadron had sustained. A few days afterwards it experienced the tail of a gale of wind, that had it blown home, might have proved fatal to many; as from the badness of the ground, several of the ships, if not the whole squadron, would have been forced ashore †.

On the 23rd, the squadron sailed from Lagos Bay, and arrived on the 28th at Lisbon, where 3,200 prisoners were landed from the four prizes, amidst the cheering shouts of the populace.

So important a victory, with so decisive a disparity of force, is perhaps unparalleled in our naval annals. The ability displayed by the Commander, was only to be equalled by the valour and adroitness of the seamen; indeed the fire of the British was superior to that of their opponents, in the pro-

* "In this case, contrary to what was customary, the slightly wounded, or those deemed so at the date of the despatches, were not allowed to be included in the returns. One consequence of this was, that amputations, arising from mortification and other unexpected changes, were actually undergone by several, who had not been returned as wounded. In comparing, therefore, the loss in this general action with that in any other, it will be fair to consider the total of killed and wounded to have amounted, not to 300, but, at the least, 400 men."—James's Naval History, v. ii, *note* at p. 63.

† The Victory, and several other ships, parted their cables.

portion of five or six to one, during the whole of the action; and the expenditure of ammunition was consequently beyond example. The Culloden expended 170 barrels of powder; the Captain, 146; and the Blenheim, 180. The Spaniards fought bravely, but with little skill; and it is but fair to remark, that their fleet was ill equipped and very indifferently manned, and in no respect fit for action; their flag-ship had not more than eighty seamen on board; the rest consisted of impressed landmen, or soldiers of their new levies *.

The gloom which overspread the country was dispelled by the news of this victory, which was received with that grateful exultation that characterizes Englishmen. Admiral Jervis received the thanks of both Houses of Parliament, and was honoured with the title of Earl of St. Vincent, the scene of his glory, and Baron Jervis of Meaford, the place of his birth; he also received the gold chain and medal, and a pension of three thousand pounds per annum †.

Several ships from home having joined the squadron, and those that had suffered in the action having repaired their damages, the Admiral, whose flag had been transferred to the Ville de Paris, of 110 guns, sailed from Lisbon with twenty-

* Notwithstanding these palliating circumstances, the conduct of the officers of the Spanish fleet, having been referred to a council of war,

The Commander in Chief, Don Josef Cordova, was deprived of all his offices, declared incapable of ever serving in any rank, and prohibited from appearing at Court, or in any of the chief towns of the maritime coasts.

The second in command, Count Morales des Los Rios, was deprived of his rank.

The Captains, Don Gonzale Vallego, Don Juan De Agairre, Don Josef De Torres, and Don Augustine Villivicienzo, deprived of their rank; the latter declared incapable of holding any other in future.

Several other Captains and officers, were deprived of their offices for a limited time of six, four, and two years, according to the degree of their alleged criminality.

Several Captains, Lieutenants, and Ensigns, were sentenced to be reprimanded in public.

† Vice-Admiral Thompson and Rear-Admiral Parker, were created Baronets; the honors of the Irish peerage were afterwards conferred upon Vice-Admiral Waldegrave; Commodore Nelson received the insignia of the most honourable military order of the Bath; the thanks of both Houses of Parliament were voted to the fleet; and gold emblematic medals were distributed to all the Flag-Officers and Captains, as on similar occasions.

one ships of the line, Mar. 31st, and proceeded direct for Cadiz, off which place he continued cruising till the 11th May following; on which day he anchored his fleet so effectually to block up the port, that the Spaniards, under Don Massaredo, although their force had in the interval been increased to thirty sail of the line, had no opportunity of again putting to sea *. He also gave directions to Rear-Admiral Nelson to bombard the town, which, according to the accounts of the Paris papers, whose authority upon this occasion need not be suspected, sustained considerable damage. In the course of the ensuing summer, he detached the same gallant officer with a squadron to make an attack upon the town of Santa Cruz, in the island of Teneriffe, which he had reason to believe was an assailable object. Of this expedition, the failure of which was occasioned by a variety of unlooked-for circumstances, an account will be found in our memoir of Sir Thomas B. Thompson †.

During that eventful period when the machinations of our domestic enemies, in almost every other part of the navy, had but too well succeeded ‡, his lordship's exertions to support the discipline of the fleet under his command, were eminently successful. Several deep laid schemes, of the most sanguinary tendency, were detected and defeated, and the ring-leaders brought to immediate punishment.

Earl St. Vincent continued during the space of the two succeeding years, uninterestingly for himself, but gloriously for his country, occupied in the blockade of Cadiz, or such services as the state of the war rendered it necessary for him to undertake, either in person or by proxy. Finding, however, his health considerably impaired by the fatigue of his very laborious service, his Lordship was compelled to return to England for its re-establishment. He accordingly resigned the command of his fleet to Lord Keith, and on the

* At this period Earl St. Vincent, and the officers under his command, joined in a public purse to be offered to government (exclusive of assessed taxes), in aid of carrying on the war, into which his Lordship put one thousand pounds. The subscription amounted on the whole to 6,642*l.* 16*s.* 6*d.*

† Vice-Admiral of the Red.

‡ For the particulars of the mutiny at the Nore and Spithead, see Admiral Sir John Knight, and Vice-Admiral E. Griffith Colpoys.

18th Aug. 1799, arrived at Portsmouth. On his landing, he was presented with the freedom of that borough, and soon after, with an address from the merchants and manufacturers of Great Britain trading to the south of Europe *.

After a long struggle with disease, his Lordship recovered his health in so great a degree, as to enable him in the month of April, 1800, to take upon himself the command of the Channel Fleet, vacant by the resignation of the late Lord Bridport. In the course of the same year, he received the honourable and lucrative appointment of Lieutenant-General of Marines.

The various squadrons detached from Earl St. Vincent's fleet, were very successful in their operations against the trade of the enemy, and by their activity kept the French coast in a continual state of alarm; but as the republican marine in the 'ports of the ocean' preferred the security it derived from the batteries on shore, to a repetition of the defeats it had already sustained, the noble Admiral had no opportunity of adding fresh laurels to those he had before acquired.

In February, 1801, when the reins of administration were committed to Mr. Addington, now Viscount Sidmouth, Earl St. Vincent was nominated First Lord of the Admiralty. In this situation, he introduced various extensive reforms, of which the expediency has been differently considered by opposite parties †.

Soon after this appointment, the crew of his late flag-ship, the Ville de Paris, presented him with a flag. It was of white silk, with a red cross, having his Lordship's arms beautifully embroidered in the centre. In the upper divisions were the words, "God save the King," and "Long live Earl St. Vincent;" and in the lower, the following inscription: "This flag is presented to Earl St. Vincent, as an humble testimony of gratitude and respect, by the crew of his Majesty's ship the Ville de Paris."

During his Lordship's presidency at the Admiralty, an

* He subsequently received the freedom of Plymouth in a handsome silver box, beautifully embossed with suitable emblematical devices.

† In 1805, a person named Blagden suffered an imprisonment of six months, as the author of a suppressed pamphlet with the signature of Aristides, reflecting on the naval administration of Earl St. Vincent.

expedition was sent to the Baltic for the purpose of counteracting the ill effects of the Northern Confederacy; it is needless to say, that this object was completely effected by the victory obtained over the Danes, at Copenhagen, April 2, 1801 *. An attempt made to destroy the French flotilla at Boulogne, was unfortunately attended with a totally different result, notwithstanding every thing was attempted that might have been expected from the approved talents of the officers, and the known bravery of the men employed.

About this time, Earl St. Vincent obtained a patent for a Viscounty, with a *collateral* limitation, to him and the heirs male of his body lawfully begotten; and in default, to the children of his sister, Mary, by her marriage with William Henry Ricketts, late of the Island of Jamaica, Esq., deceased.

In the month of May, 1804, his Lordship was succeeded in the office of First Lord of the Admiralty, by the late Viscount Melville, the intimate friend and confidant of the immortal PITT: and in the beginning of 1806, when Mr. Fox succeeded that lamented statesman, as Premier, he was again appointed to the chief command of the Channel Fleet, and was on this occasion permitted to carry the Union at the mast-head, instead of his own proper flag. In the autumn of the same year, his Lordship proceeded to Lisbon, in the Hibernia, a new first-rate; it is generally believed, for the purpose of making arrangements for the emigration of the royal family of Portugal †, which country was at that time threatened with the presence of a French army.

In the month of April, 1807, the Earl retired from the command of the Channel Fleet. On the 7th May, 1814, he succeeded the late Lord Bridport, as General of the Royal Marines; and in 1815, he was elected a Fellow of the Royal Society.

During the summer of 1818, this nobleman visited that stupendous national work, the Breakwater in Plymouth Sound; and both his patriotism and curiosity were fully gratified by the sight. A line-of-battle ship, the Bulwark, was lying within it, as quiet and easy as if she had

* See an account of the battle, under the head of Sir THOMAS FOLEY, Vice-Admiral of the Red.

† The editor does not pledge himself for the accuracy of this statement.

been in Hamoaze, immediately after a smart gale from the south-west. The pleasure of seeing so great a public work in such a rapid state of progress, must have been greatly increased (as his Lordship confessed was the case), both by the reflection, that he himself was the projector of so great a national benefit, and the conviction that it answered his most sanguine expectations.

On the 19th July, 1821, the day of his present Majesty's coronation, Earl St. Vincent was elevated to the rank of an Admiral of the Fleet. His Lordship had been senior Admiral of the Red, for more than five years previous to that event.

A portrait, by Hoppner, representing this venerable commander in a naval uniform, on the quarter-deck of a man-of-war, being an admirable likeness of him in his old age, was exhibited at the Royal Academy, in 1809. A bust by Chantrey, was exhibited at the same time.

Earl St. Vincent married, June 5, 1783, his cousin Martha, daughter of Chief Baron Parker, before-mentioned. By that lady, who died Feb. 8, 1816, and to whose memory he has erected a beautiful monument in Caverswall Church, Staffordshire, he had no issue. His Lordship's nephew, Edward Jervis Ricketts, Esq., Barrister at Law, is heir presumptive to the Viscounty of St. Vincent.

Residence.—Rochetts, Essex.

WILLIAM PEERE WILLIAMS FREEMAN, Esq.

(Late Williams.)

Senior Admiral of the Red.

This officer, who has recently obtained the royal permission to take and use the surname of *Freeman*, after passing through the subordinate ranks of Midshipman, Lieutenant, and Commander, was promoted to that of Post-Captain, Jan. 10, 1771, and served as such with great credit during the contest with our trans-atlantic colonies.

On the 10th Aug. 1780, Captain Williams being on a cruise off Ushant, in the Flora, of 42 guns and 259 men, fell in with an enemy's frigate and a cutter, the former of which he captured after a most desperate action. She proved to be la Nymphe, of 32 guns, pierced for 40, and 291 men, 63 of whom, including her commander, were killed, and 73 wounded. The loss sustained by the Flora was 9 killed and 27 wounded. It is somewhat singular, that la Nymphe was taken by the Flora in the same manner in which she herself afterwards took the Cleopatra *; the wheel being shot away, she became ungovernable, fell on board her antagonist, and was carried by boarding †.

In the month of March, in the ensuing year, Captain Williams accompanied the fleet under Vice-Admiral Darby, to the relief of Gibraltar ‡, from whence he proceeded to Port Mahon. On the 29th May following, the Flora and Crescent, the latter commanded by the present Admiral Sir Thomas Pakenham, being near the coast of Barbary, on their passage from Minorca, and having recently escaped from a very superior Spanish squadron, fell in with two Dutch ships; but it then blowing a gale of wind, Captain Williams waited for a more favourable opportunity to bring them to

* See Viscount Exmouth.

† This appears to have been the first action in which a British man-of-war, mounting carronades, was engaged. The Flora had on board six pieces of ordnance of that description, (eighteen pounders) in addition to her 36 long guns. See James's Naval History, vol. i, note † at p. 63.

‡ See p. 4, at which place we should have remarked, that in addition to the annoyance afforded by the Spanish gun-boats, the enemy opened the whole of his land batteries, and continued to bombard the rock during the period that the British fleet remained in its vicinity; by which cruel proceeding a great part of the town was destroyed, and many of the inhabitants reduced to indigence and beggary.

action. The next morning, the gale having abated and the sea considerably fallen, the British frigates edged down towards the enemy. At five o'clock each ship had arrived close alongside of her opponent. A furious engagement commenced, and continued without intermission for two hours and a quarter, when the vessel opposed to the Flora struck her colours. She proved to be the Castor, of 32 guns and 230 men, 22 of whom were slain, and 41 wounded. The Flora had 9 killed, and 32 wounded.

Captain Pakenham's antagonist continued the action some minutes longer, when by an unlucky shot, the Crescent's main and mizen-masts were carried away, and the whole of the wreck falling within board, rendered her guns useless, and the ship became ungovernable. In this situation her gallant commander was reduced to the painful necessity of striking his colours to the Brille, a ship of the same force with the Castor. The instant Captain Williams saw the fate of his friend, he, by great exertions, placed the Flora in such a situation as to induce the enemy to forego the advantage he had obtained, and to make sail from the scene of action.

The ships were all so extremely disabled, particularly the Crescent and Castor, which were with some difficulty kept afloat, that it was five days before Captain Williams was able to make any progress towards his destination. On the 19th June, he discovered two large frigates approaching; at first Captain Williams shewed a disposition to give them battle; but as they still continued the pursuit, encouraged no doubt by the crippled appearance of his consorts, he, with the advice of his officers, separated, and each ship steered a different course. The Castor about one o'clock was retaken by one of the enemy's frigates; and in the night the Crescent also fell into their hands.

In the month of March, 1782, we find Captain Williams in the Prince George, of 98 guns, serving on the Leeward Island station, under Sir Samuel, afterwards Viscount Hood. The operations of the fleet, to which Captain Williams was attached during the siege, and after the capture of St. Christopher's *, at the above mentioned period, form an epoch in the proud annals of the British Navy: compelling an enemy of superior force to quit his anchorage, taking the same

* See Retired Captain, JOHN N. INGLEFIELD.

situation during action, and defeating the attempts made to force that position, was a lesson in naval tactics, that will ever be deservedly regarded with admiration; and our approbation must be divided between the skill displayed by Sir S. Hood, in directing these masterly manœuvres, and the bravery and precision with which they were executed by those under his orders.

The capture of St. Christopher's having rendered the presence of the squadron no longer safe, as they were within the range of shells, and an enemy's fleet of nearly double their force within a few miles, Sir Samuel Hood prepared to quit his anchorage, which he did in the same dexterous manner that he gained it. On the 19th March, the squadron anchored in St. John's road, Antigua, and on the 22nd, sailed to join Sir George Rodney, who had recently arrived from England, at Antigua.

Early in the following month, when the fleet under Admiral Rodney was at St. Lucia, the Count de Grasse, having embarked an army of 5,500 men, and a considerable train of artillery and battering cannon, endeavoured to elude the vigilance of the English cruizers off Martinique, and push for St. Domingo; he was, however, so narrowly watched, that the French fleet were discovered in the night of the 7th; and being immediately pursued and overtaken, the battle of the 9th, and victory of the 12th April, were the consequences *.

* The engagement of the 12th of April commenced about seven A. M.: It was fought in a large basin of water, lying among the islands of Guadaloupe, Dominique, the Saints, and Marigalante: both on the windward and leeward of this basin, lay very dangerous shores. As soon as day broke, Admiral Rodney threw out the signal for close action; and every vessel in his fleet obeyed it most scrupulously and literally. The British line, instead of being, as usual, at two cables' length distance between every ship, was formed at the distance of only one. As each came up, she ranged close alongside her opponent, passing along the enemy for that purpose, giving and receiving, while thus taking her station, a most dreadful and tremendous fire. The action continued in this manner till noon; when Admiral Rodney resolved to carry into execution a manœuvre, which, if successful, he expected would gain him a complete and decisive victory; for this purpose, in his own ship, the Formidable, supported by the Namur, the Duke, and Canada, he bore down with all sail set on the enemy's line, within three ships of the centre, and succeeded in breaking completely through it. As soon as he had accomplished this, the other ships of his division fol-

In these actions the Prince George bore a distinguished part, and had 9 men killed, and 24 wounded.

lowed him; and they all wore round, doubled upon the enemy, and thus placed between two fires those vessels, which by the first part of the manœuvre they had cut off from the rest of the fleet. As soon as Admiral Rodney and the vessels which followed him wore, he made the signal for the van to tack, by which means they gained the windward of the French, and completed the disorder and confusion, into which the breaking of their line had thrown them.

The enemy, however, still continued to fight with great courage and firmness; and made an attempt to reform their broken line, by their van bearing away to leeward: this, however, they could not accomplish: during the whole of this time, Sir Samuel Hood's division had been becalmed, and of course unable to take any part in the action; but at this critical moment a breeze sprung up, which brought forward most of his ships, and thus "served to render the victory more decisive on the one side, and the ruin greater on the other."

One consequence of the breaking of the French line was, that opportunities were given for desperate actions between single ships; the most splendid and striking of which were the following, told in language, which it would be wrong to alter, because it would be scarcely possible to improve.

"The Canada, of 74 guns, Captain Cornwallis, took the French Hector, of the same force, single-hand. Captain Inglefield, in the Centaur of 74 guns, came up from the rear to the attack of the Cæsar, of 74 also. Both ships were yet fresh and unhurt, and a most gallant action took place; but though the French Captain had evidently much the worst of the combat, he still disdained to yield. Three other ships came up successively, and he bore to be torn almost to pieces by their fire. His courage was inflexible: he is said to have nailed his colours to the mast; and his death could only put an end to the contest. When she struck, her mast went overboard, and she had not a foot of canvas without a shot hole. The Glorieux likewise fought nobly, and did not strike till her masts, bowsprit, and ensign were shot away. The English Ardent, of 64 guns, which had been taken by the enemy in the beginning of the war, near Plymouth, was now retaken, either by the Belliqueux, or the Bedford. The Diadem, a French 74-gun ship, went down by a single broadside, which some accounts attribute to the Formidable: it has also been said, that she was lost in a generous exertion to save her Admiral."

"M. De Grasse was nobly supported, even after the line was broken, and till the disorder and confusion became irremediable towards evening, by the ships that were near him. His two seconds, the Languedoc and Couronne, were particularly distinguished, and the former narrowly escaped being taken, in her last efforts to extricate the Admiral. The Ville de Paris, after being already much battered, was closely laid alongside by the Canada: and in a desperate action of near two hours, was reduced

Captain Williams was advanced to the rank of Rear-Admiral, April 12, 1794; Vice-Admiral, June 1st, in the fol-

almost to a wreck. Captain Cornwallis was so intent in his design upon the French Admiral, that, without taking possession of the Hector, he left her to be picked up by a frigate, while he pushed on to the Ville de Paris. It seemed as if M. De Grasse was determined to sink, rather than strike to any thing under a flag: but he likewise undoubtedly considered the fatal effects which the lowering of his flag might produce on the rest of his fleet. Other ships came up in the heat of the action with the Canada, but he still held out. At length, Sir Samuel Hood arrived in the Barfleur, just almost at sun-set, and poured in a most tremendous and destructive fire, which is said to have killed sixty men outright: but M. De Grasse, wishing to signalize as much as possible, the loss of so fine and so favourite a ship, endured the repetitions of this fire for about a quarter of an hour longer. He then struck his flag to the Barfleur, and surrendered himself to Sir Samuel Hood. It was said, that at the time the Ville de Paris struck, there were but three men left alive and unhurt on the upper deck, and that the Count de Grasse was one of the three."

Long before the French admiral surrendered, his fleet had sought their safety in flight; and that they might divide the attention of the English, and thus more easily accomplish their object, they went off before the wind in small squadrons and single ships. They were at first closely pursued; but on the approach of night, Admiral Rodney made the signal for his vessels to collect, for the purpose of securing his prizes, and removing the men from on board of them.

While our fleet were obliged to lie under Guadaloupe for three days, to repair their damages, the French seized the favourable opportunity to escape. As, however, many of their ships were very much crippled, Admiral Rodney entertained hopes that he should be still able to overtake and capture some of them. On the 17th, therefore, he detached Sir Samuel Hood, with those vessels of his division which had suffered the least; and on the 19th, five sail of the enemy were perceived endeavouring to effect their escape through the Mona passage. The signal for chace was immediately given, and before the French could enter the passage, they were becalmed and overtaken. The Valiant, Captain Goodall, was the first who came up with them; he laid his ship alongside the Caton, of 64 guns, which struck at the first broadside; Captain Goodall, however, did not stop to take possession of her, but pushing on, he came up with and attacked the Jason, a vessel of the same force as the former: she held out about twenty minutes, and then submitted. A frigate of thirty-two guns, and a sloop of sixteen, were also taken.

The whole loss of the enemy amounted to eight ships: one had been sunk; one, the Cæsar, blew up after she was taken: by this accident, a lieutenant, and fifty English seamen, perished, with about four hundred prisoners. and six ships remained in the possession of the conquerors. On board the Ville de Paris, were found thirty-six chests of money, with

lowing year; and Admiral, January 1st, 1801. His lady died in Sept. 1819, aged 73 years.

which the troops that were intended for the invasion were to have been paid; and the whole train of artillery, with the battering cannon that were to have been employed on the same enterprise, were captured in the prizes.

It was esteemed remarkably fortunate and glorious for the conquerors, that the Ville de Paris was the only first rate man of war that ever was taken and carried into port by any commander of any nation. This ship had been a present to the French monarch from the city of Paris; and was said to have cost 176,000*l.* sterling in her building and equipment.

The loss of the enemy in killed and wounded, was very great; the amount of the former is supposed to have been three thousand: and of the latter, at least double that number. The Ville de Paris was fought so long and so gallantly, that on board of her alone four hundred perished.

On board of the British fleet, the loss was also great, but not nearly in the same proportion, nor so great as might have been anticipated, when the length and the obstinacy of the contest are taken into consideration. Including the loss of both actions, on the 9th and 12th, the number of the killed amounted to two hundred and thirty-seven, and of wounded to seven hundred and sixty-six. Several officers of great repute for skill and bravery were among both. Captain Blair, of the Anson, who had distinguished himself the preceding year, in the action off the Dogger Bank with the Dutch, was slain; and Lord Robert Manners, son of the great Marquis of Granby, was so dangerously wounded, that he died on his passage to England.

The British nation were so sensible of the bravery displayed both by the officers and men in this action, and of the importance of it as the only means of preserving the remainder of our West India Islands, that their joy, when the intelligence arrived, was excessive; it came also very seasonably in other points of view. On land, and even at sea, except where Admiral Rodney was engaged, we had not been able to meet the enemy, on any occasion, with great and decisive advantage; and in too many instances we had retired from the contest, not in the most honourable manner. As the means also of procuring more favourable terms of peace, this victory was hailed with joy and exultation; and as Admiral Rodney was looked up to as the great cause of it, the gratitude of the nation towards him was deeply felt, and expressed in warm and glowing language. It was recollected that the fortune of Sir George Rodney had been peculiarly singular, as well as highly glorious in the war. Within a little more than two years, he had given a severe blow to each of our three powerful and dangerous enemies, the French, Spaniards, and Dutch. He had taken an Admiral of each nation: a circumstance perhaps unequalled. He had in that time, added twelve line-of-battle ships, all taken from the enemy, to the British navy; and destroyed five more!

Nor were his Sovereign and the Houses of Parliament less sensible of the

SIR GEORGE MONTAGU,

Admiral of the Red; and a Knight Grand Cross of the most honorable Military Order of the Bath.

THIS officer, descended from Drago de Montacute, who came over to England with William the Conqueror, in 1066, and was the common ancestor of the Dukes of Montagu and Manchester, and the Earls of Sandwich and Halifax *, is the second son of the late Admiral John Montagu, who served his country with zeal and fidelity for 63 years; commanded the squadron employed on the coast of North America previous to the colonial war; was afterwards appointed Governor of Newfoundland; and held the chief command at Portsmouth subsequent to the peace of 1783; by Charlotte, daughter and co-heir of George Wroughton, of Wilcot, co. Wilts, Esq.

Mr. George Montagu was born Dec. 12, 1750; went to the Royal Naval Academy at Portsmouth, in 1763; and from thence was discharged into the Preston, of 50 guns, bearing the flag of Rear-Admiral William Parry, and commanded by

bravery of the officers and men who had achieved this glorious and decisive victory; Sir George Rodney was created a Peer of Great Britain; Sir Samuel Hood, a Peer of Ireland; and Rear-Admiral Drake, and Commodore Affleck, were made Baronets of Great Britain; the thanks of both Houses of Parliament were unanimously voted to these, and the other officers, and the seamen and marines of the fleet; and on the 23d May, a vote of parliament was passed, by which a monument was ordered to be erected to the memory of Captains Bayne, Blair, and Lord Robert Manners, who had so bravely fallen in the defence of their King and Country.—(CAMPBELL'S *Lives*, edit. 1813.)

* Edward Montagu, the first Earl of Sandwich, and a K. G., held the chief command of the English navy, and had the address as well as the honor, of bringing the whole fleet to submit to King Charles II., who, in consideration of that important service, was pleased to create him Baron Montagu, Viscount Hinchinbrooke, and Earl of Sandwich; he was Lord High Admiral of England, and was killed in the great battle with the Dutch fleet off Southwold Bay, May 28, 1672. Sir George Montagu's immediate ancestor was the Hon. James Montagu, of Lackam, in Wiltshire, third son of Henry, first Earl of Manchester.

Captain (afterwards Lord) Gardner; in which ship he proceeded to the Jamaica station, where he continued upwards of three years; and returned from thence to England with the latter officer in the Levant frigate, in 1770.

Soon after his arrival, Mr. Montagu was made a Lieutenant, and appointed to the Marlborough, of 74 guns, from which ship he removed into the Captain, another third-rate, bearing the flag of his father, then a Rear-Admiral, with whom he went to America, where he obtained the rank of Commander in the Kingfisher sloop of war; and from that vessel was promoted to the command of the Fowey, of 20 guns. His post commission bears date April 15, 1773.

At the commencement of the contest with our trans-atlantic colonies, we find Captain Montagu employed in the arduous service of blockading the ports of Marblehead and Salem, on which station he continued during a whole winter, and had the good fortune to capture the Washington, a brig of 16 guns, the first vessel of war sent to sea by the American States. Her crew, 70 in number, were sent to England as rebels; but instead of being hanged, as they deserved, and no doubt expected, they were there well clothed, and set at liberty.

Captain Montagu was subsequently entrusted, by Vice-Admiral Shuldham, with the difficult and important duty of covering the retreat and embarkation of the army under Sir William Howe, at the evacuation of Boston. The enemy having thrown up strong works, commanding the town and harbour, the Vice-Admiral dropped down to Nantasket Road with the line-of-battle ships, leaving the whole arrangement and execution of this service to Captain Montagu, who received the thanks of the General in a very flattering manner, through his brother, Lord Howe, when he assumed the chief command on the coast of America.

We next find our officer serving in the river Chesapeake, where he rescued Lord Dunmore and family, and also prevented Governor Eden of Maryland, from falling into the hands of the enemy. The Fowey was subsequently stationed by Lord Howe as the advanced ship at the siege of New York; soon after the reduction of which place, Captain Montagu returned to England in a very ill state of health.

In 1779, the Romney, of 50 guns, which ship, bearing his father's flag at Newfoundland, he had commanded for a period of two years, being ordered to receive the broad pendant of Commodore Johnstone, Captain Montagu was appointed to the Pearl frigate, and hurried to sea, on a pressing and important service, before his crew could be either watched or quartered, with only 10 men who had ever been in a ship of war before. On the 14th Sept., about four weeks after his departure from port, he fell in with, and after a gallant action of two hours, which "stamped his name with a eulogy far beyond any thing that even a partial pen could say," captured the Santa Monica, a Spanish frigate of 32 guns, 900 tons, and 280 men, 38 of whom were slain, and 45 wounded. The Pearl mounted the same number of guns as her opponent, but was only 700 tons burthen, and had a very small proportion of seamen among her crew, which consisted of 220 officers, men, and boys. Her loss on this occasion was 12 killed and 19 wounded.

Towards the latter end of the same year, Captain Montagu sailed with Sir George B. Rodney to the relief of Gibraltar, and was consequently present at the capture of the Caracca convoy, with which he returned to England, in company with the Africa, 64 *. Some time after this event, he was ordered to America, with intelligence of a French squadron, with troops on board, being about to sail from France, for the purpose of making an attack upon New York. The fleet on that station, under Vice-Admiral Arbuthnot, having proceeded with Sir Henry Clinton's army to besiege Charlestown, in South Carolina, Captain Montagu on his arrival found himself senior officer at New York, and the security of that place necessarily dependent on his exertions. From thence he went on a cruise off Bermuda; and, on the 30th Sept., captured l'Esperance, a French frigate of the same tonnage as his former prize, with a valuable cargo, from St. Domingo bound to Bourdeaux, mounting 32 guns, and having on board near 200 men, including about 15 or 20 officers of the army, and privates, passengers. This ship appears to have made a most

* See note †, at p. 3, *et seq.*

obstinate defence, maintaining a close action of two hours, in which, and in a running fight of equal duration, she had 20 of her crew killed, and 24 wounded. The Pearl's loss was only 6 slain and 10 wounded.

On the 16th March, 1781, Captain Montagu was in company with the squadron under Vice-Admiral Arbuthnot, when that officer encountered M. de Ternay, then on his way to co-operate with a detachment of the American army in an attack upon Brigadier-General Arnold, whose corps had nearly over-run the whole province of Virginia. Unfortunately, a thick haze, together with the disabled condition of the three ships on which the brunt of the engagement chiefly fell, rendered it impossible for the British squadron to pursue the advantage it had gained, and the contest was consequently indecisive.

Captain Montagu's abilities and zeal were by this time so highly and generally appreciated, that when, in October following, Rear-Admiral Graves, who had succeeded to the chief command of the naval force employed on the American station, meditated an attack upon the French armament under Count de Grasse, then lying at the entrance of the York river, between the sands called the Horse Shoe and the York Spit, he appointed the Pearl to lead his fleet; unfortunately, however, Earl Cornwallis, to whose rescue he had come from New York, (accompanied by the army under Sir Henry Clinton,) had been obliged to capitulate before his arrival, and the enterprise was consequently abandoned *.

During the Spanish armament, in 1790 †, Captain Montagu obtained the command of the Hector, 74; and at the commencement of the war with France, in 1793, he accompanied Rear-Admiral Gardner to Barbadoes, where he arrived on the 27th April.

In the ensuing summer, the Rear-Admiral, in conjunction

* Captain Montagu returned to England in a shattered state of health, and paid off the Pearl, which ship brought Sir Henry Clinton and General Kinphaussen from America, in 1782.

† See p. 59.

with Major-General Bruce, being encouraged by the disputes which existed between the royalists and republicans at Martinique, and invited by the former to make a descent on that island, proceeded thither, and landed a body of 3000 British troops, under cover of the ships of war.

On the 15th June, the Hector and Monmouth were ordered to cannonade a fort on Mount Cerbette, which they began to do about 11 A. M., and continued firing till half-past three in the afternoon.

The following day, Captain Montagu was sent to co-operate in an attack upon the batteries to the N. E. of St. Pierre, as a diversion in favour of the troops. The Duke, of 98 guns, leading, followed by the Hector, began to engage Forts Bime and la Preche, which were totally silenced. A violent thunder-storm coming on, the Duke's main-mast was shivered by lightning: next morning, Captain Montagu landed a party, who spiked the guns of the forts, and destroyed their carriages. The expedition, however, having failed of effect, in consequence of the republican party proving much stronger than was represented, the troops were re-embarked, together with as many of the royalists as could be taken on board the ships; the remainder were unavoidably left to perish by the hands of their implacable enemy. The rage and unrelenting fury of civil war were now clearly perceived by the flames that covered the island night and day.

The Ferme, a French ship of 74 guns, and the Calypso frigate, put themselves under the orders of the British commander, and saved a number of their unfortunate countrymen from destruction.

The enemy having several ships of war at St Domingo, Rear-Admiral Gardner despatched the Hector, in company with the Hannibal, of 74 guns, to reinforce the squadron on the Jamaica station, and returned to England with the remainder of his ships.

After a short interval Captain Montagu was directed to convoy home a large fleet of West Indiamen; and on his arrival at Spithead, was placed under the orders of Commodore Pasley, with whom, and Rear-Admiral M'Bride, he cruised in the channel till his promotion to a flag, which took

place April 12, 1794; when he joined the grand fleet, at that period commanded by Earl Howe. Early in the following month he was detached with a squadron to escort the outward bound East India fleet, and other convoys, amounting in the whole to about four hundred sail, as far to the southward as Cape Finisterre. After the performance of this important service, he cruised for some days to the northward of Cape Ortegal and previous to his return to port; captured a French corvette of 22 guns and 140 men, and re-took several British and Dutch merchantmen.

Early in June, he was again ordered to sea, for the purpose of reinforcing Lord Howe, as well as to look out for a valuable convoy coming from America, and bound to the western coast of France, the capture or destruction of which, at that critical period, was deemed an object of the utmost importance. On the 8th of the same month, being off Ushant with eight 74-gun ships, one 64, and several frigates, he discovered a French squadron consisting of one 3-decker, seven 74's, and one other two-decked ship, which he pursued until they got close under the land, and some of them into Brest Water, where two other ships, supposed to be of the line, were then at anchor. At seven A. M. on the following day, the fleet under M. Villaret Joyeuse appeared in sight to the westward, standing in for the land, with the wind about north. Rear-Admiral Montagu, perceiving that the enemy had fourteen effective line-of-battle ships (one of which was a first rate) independent of five others which had been disabled in the recent battle with Lord Howe, besides frigates, &c.; aware of the ease with which those he had chased on the preceding evening might have formed a junction with this superior force, and fearing that his sternmost ships would not be able to weather the French line, tacked to the eastward in order of battle, and then gradually edged away to the southward, with the view of drawing M. Joyeuse off the land, and getting his own squadron in as eligible a situation as possible to act against the enemy, if an opportunity should offer itself; but his adversary kept his ships so closely connected, and guarded with so much care those which were disabled, that the Rear-Admiral had it not in his power to take any step that was

in the least degree likely to contribute to the public service. The French commander stood after the British for about five hours, and then hauled to the wind on the larboard tack, whilst Rear-Admiral Montagu stood to the N. W. in the hopes of meeting Earl Howe. His Lordship, however, was then on his way to Spithead, with the prizes taken on the 1st of that month; and our officer understanding that it was his wish that the fleet should assemble at Plymouth, anchored with his division in Cawsand Bay on the 12th.

Having informed the Admiralty of his arrival, and requested permission to come on shore for the recovery of his health, which was considerably affected by the tidings of the death of his brother, Captain James Montagu, who had fallen in the late battle, he received the following letters from the Secretary of that Board, the Earl of Chatham, and the veteran nobleman under whose orders he was then serving:

"*Admiralty Office, June*, 14, 1794.

"Sir.—Having communicated to my Lords Commissioners of the Admiralty your letters of the 8th and 12th inst. (with the enclosures), informing them of your arrival in Cawsand Bay, with the squadron under your command, and of your proceedings during your last cruise, I am commanded by their Lordships to acquaint you, that they approve thereof.

(Signed) "PHIL. STEPHENS."

"*Rear-Admiral Montagu, Plymouth.*"

"*Admiralty, June* 15, 1794.

"Sir.—I received your letter this morning, and learnt, with great regret, that your state of health was such as to make it necessary, for a short time, to come on shore. I wish much it had been possible for the Hector to have brought you to Spithead; but as the squadron must proceed again immediately to sea, and in as much force as possible, it will not be at present practicable; but probably a little time hence it may be so arranged, that the Hector may come up to Spithead. The London is not yet commissioned; and I should be glad to know if there is any particular person you would wish to fit her out in the first instance *. I cannot conclude without condoling with you, which I do very truly, at the shock you

* The Rear-Admiral, on his return from escorting the convoys to the southward, had expressed a wish to exchange, at a convenient opportunity, the Hector for the London; and Lord Chatham had promised to direct her to be commissioned for him.

must have suffered in the loss of your brother, who fell so nobly in the cause of his country.

"I am, Sir,

"Your most faithful humble Servant,

(Signed) "CHATHAM.

"Rear-Admiral Cornwallis is directed to proceed to Plymouth, to take upon him the command of the squadron."

"*Rear-Admiral G. Montagu.*"

"*The Charlotte, at Spithead, June 16th,* 1794.

"Sir.—I have received your letter of the 12th inst., by which I am informed of your late proceeding with, and arrival of the squadron under your command, that morning, in Plymouth Sound. And I am to signify, in consequence of your application to the same effect, that you are at liberty to strike your flag, and go on shore for the re-establishment of your health, which I sincerely hope you will be able thereby speedily and permanently to obtain. Having the honor to be, &c. &c.,

(Signed) "HOWE."

"*Rear-Admiral Montagu.*"

(Private.)

"*The Charlotte, Spithead, 16th June,* 1794.

"Sir.—I condole with you most sincerely, on the great loss you and your family have sustained in consequence of the late action. Your *respectable brother* was stationed too far distant from me, for my being enabled to give the personal testimony you do me the honor to be anxious for obtaining of me; and which is *totally unnecessary* for *confirming the respect you will naturally retain of him* *.

"The permission for striking your flag for the reasons you have communicated to the Admiralty, is signified in my official letter the earlier, as I received authority to that effect from the Board yesterday; and so much time was saved of course, as would otherwise have been necessary for obtaining such approbation of your request. And I *earnestly hope, for* PUBLIC as well as *personal* considerations, that the suspension from your professional avocations, will speedily contribute to the re-establishment of your health. Having the honor to be, Sir,

"Your most obedient humble servant,

(Signed) "HOWE."

"*Rear-Admiral Montagu.*"

From this period, with the exception of his being promoted to the rank of Vice-Admiral, on the 1st June, 1795;

* Captain James Montagu commanded the Montagu, of 74 guns; and was the only officer of his rank who fell on the glorious 1st June, 1794. At the moment when slain, 9h 45' A. M. he was closely engaged with a

we find no farther mention of our officer till the month of March, 1799, when Lord Spencer, then at the head of naval affairs, offered him the command at the Nore, which he declined, thinking it beneath his rank. In the following year, the Earl of St. Vincent applied for him to be attached to the Channel fleet; but, unfortunately, before his application reached the Admiralty, the appointment was given to another officer; and although the gallant Nelson, with whom he was not then personally acquainted, proposed him as his successor in the Baltic*, his flag was not again hoisted till the summer of 1803. During the ensuing five years and a half, a period of active war, he held the chief command at Portsmouth, and executed the arduous duties of his office to the full and entire satisfaction of six different Boards of Admiralty. Whilst there, his present Majesty (then Prince of Wales) honored that town, a second time, with his presence. Previous to the departure of this illustrious visitor, he dined with the Admiral, who afterwards received the following highly flattering letter:—

"*Portsmouth, Sept.* 14, 1803.

"Sir,—I am commanded by the Prince of Wales, to express the high satisfaction H. R. H. experienced in his visit to the fleet yesterday. The great skill and un-

three-decker and her second a-head, which was the fifth ship from the enemy's rear. The following is a copy of the remarks made by his first Lieutenant, the present Rear-Admiral Donnelly, at the end of the minutes of the battle, taken on board the Montagu, and transmitted by that excellent officer to Earl Howe:—

"We suffered early an irreparable loss by the death of Captain Montagu, whose coolness and determined bravery while in action, did honor to his King, country, and friends; and while I deplore his sad, though honorable fall, I cannot sufficiently testify the gratitude I feel for the support given me during the action, and in our preparation afterwards to renew it, by each officer respectively, and the crew of the ship which I had the honor to command, whose promptitude to do their duty left me no room to doubt of the glorious victory which followed, by the judicious manner in which the fleet was conducted, together with the gallantry of its officers and men.

(Signed) "Ross Donnelly,
"First Lieutenant."

* See Clarke and M'Arthur's Life of Lord Nelson, 4to. edit. vol. 2, p. 286.

daunted courage which has been so brilliantly displayed by the officers and men in all quarters of the world, render any remark from H. R. H. superfluous, but which alone has been produced by the state of discipline and subordination so justly the admiration of all Europe. The Prince of Wales further commands me to say how sensible H. R. H. is of your and Admiral Holloway's attention, as well as the Captains of the fleet.

"I have the honor to be, Sir,

"Your most faithful and obedient Servant,

(Signed) "B. BLOOMFIELD.

"*Admiral Montagu,*

&c. &c. &c."

In Aug. 1810, a large body of Captains, who had fitted out at that port, whilst he commanded there, presented Admiral Montagu with a superb piece of plate, as "A Tribute of their Respect and Esteem!"

Our officer was advanced to the rank of full Admiral, Jan. 1, 1801; and nominated a G. C. B. as a testimony of the Prince Regent's approbation of his services, Jan. 2, 1815. He has recently published a pamphlet, dedicated to his Majesty, and entitled, "A REFUTATION OF THE INCORRECT STATEMENTS AND UNJUST INSINUATIONS CONTAINED IN CAPTAIN BRENTON'S NAVAL HISTORY OF GREAT BRITAIN, AS FAR AS THE SAME REFERS TO THE CONDUCT OF ADMIRAL SIR GEORGE MONTAGU; IN A LETTER ADDRESSED TO THE AUTHOR."

A perusal of the foregoing Memoir, which is confined to a plain statement of well-authenticated facts, will, we trust, prove to the world, that no demerit, much less disgrace, is to be attached to his professional character. To use the words of a former biographer, "it has ever been free from stain: and his actions, like himself, ever generous, brave, and praiseworthy."

Sir George Montagu has three sons, who have devoted themselves to the service of their country, in which the blood of his family has been profusely spilt *: *viz.* George Wroughton Montagu, a Major in the 56th regiment; John William

* Sir George Montagu's brother, Edward, Colonel of the corps of Ar-

Montagu, a Post-Captain; and James Montagu, a Commander, in the Royal Navy. His eldest daughter is the lady of Rear-Admiral Sir John Gore, K. C. B., of whom a Memoir appears at p. 609 *et seq.*, to which considerable additions will be made in the Supplement to the *Addenda*. *Note.*—See *N. B.* at p. 883.

Residence.—Stowell Lodge, Pewsey, Wilts.

RIGHT HONORABLE

GEORGE VISCOUNT KEITH,

Baron Keith of Stonehaven Marischal, co. Kincardine; Baron Keith of Banheath, co. Dumbarton, and Baron Keith in Ireland; Admiral of the Red; Secretary, Chamberlain, and Keeper of the Signet to the Great Steward of Scotland; a Counsellor of State for Scotland and the Duchy of Cornwall; Treasurer and Comptroller of the Household to H. R. H. the Duke of Clarence; Knight Grand Cross of the most honorable Military Order of the Bath; Knight of the Ottoman Order of the Crescent, and of the Royal Sardinian Military Order of St. Maurice and St. Lazarus; Fellow of the Royal Society, and a Vice-President of the Royal Western Infirmary.

THE ancestor of this nobleman was a German of the name of Elvington, who settled in Scotland during the reign of Robert I., and married Margaret, daughter of Sir Christopher

tillery on the Bengal Establishment, an officer of acknowledged merit, was mortally wounded under the walls of Seringapatam, in 1799. The following outline of his services will no doubt be acceptable to the friends of his family:—Very shortly after his admission into the Artillery, he was appointed to the field, in the command of the detachment of that corps employed in the reduction of the forts in the Dooaub, in 1774—5, and subsequently in Rohilkund; and was severely wounded on two different occasions, once by the bursting of a shell, and again in the storming of fort Seekraunee, by an arrow, in the left eye. Although the nature of this wound was such as to render it advisable for him to proceed to Europe for his recovery, yet his zeal for the service induced him to solicit permission to accompany the Bengal artillery, to serve in the reduction of Pondicherry, in 1778. He subsequently served at the conquest of Cuddalore, and was present in the different battles between the British troops and Hyder Ally; and his conduct was honored with the approbation of his General. The encomiums passed upon him by Lord Cornwallis, in the course of the war with Tippoo Sultaun, were not less honorable than frequent. His last campaign was in 1798—9, under Major-General Harris; and at the period of his death, he had the immediate command of the batteries erected before Seringapatam. The share to be attributed to him in the reduction of that place, it would be presumptuous in us to state;—the general and united voice of the army proclaimed it.

Seton, a lady related to the royal family, and who appears to have been an heiress, or to have obtained crown lands by way of dower, in the fertile shire of Lothian, which her husband called after his own name. From this gentleman, usually considered as the founder of the family, descended Alexander, who, in the 33d year of David II., exchanged his estate of Kinchibar for the lands of Arthberg, in the county of Stirling, which were called Elphinstone, and became the residence of his descendants.

Sir Alexander, one of these, was created a Baron in 1509, and the title has descended in regular succession during many generations. Charles, the tenth Lord Elphinstone, married Clementina, only surviving daughter and sole heiress of John, the last Earl of Wigtoun, a title now extinct, and niece of George Keith, hereditary Earl Marischal of Scotland, and of Field-Marshal Keith, whose family, with a noble attachment to learning, added to a degree of munificence befitting a sovereign house, founded the college of New Aberdeen, which is still called by their name *.

The subject of this memoir was the fifth son by the above marriage. He was born in the year 1746; and, after receiving a suitable education at Glasgow, went to sea, in February, 1762, on board the Gosport, commanded by Captain Jervis, now Earl of St. Vincent; he subsequently served in the Juno, Lively, and Emerald frigates, until the year 1767, when he went a voyage to China with his brother, the Hon. W. Elphinstone. In 1769 he proceeded to India, with Commodore Sir John Lindsay, by whom he was promoted to the rank of Lieutenant. Soon after his return to England, whither he had been sent with important despatches, he was appointed to the flag-ship of Sir Peter Dennis, Commander-in-Chief in the Mediterranean; and in 1772, was advanced to the rank of Commander, in the Scorpion, of 14 guns. His commission as Post-Captain bears date March 11, 1775; and his first appointment as such appears to have been to the Marlborough, of 74 guns, stationed at Portsmouth, from which ship he soon after removed into the Perseus frigate, and served in her on the coast of America, under Lord Howe and Admiral Arbuthnot.

* Marshal Keith was one of the favourite Generals of Frederick II, King of Prussia.

At the reduction of Charlestown * Captain Elphinstone commanded a detachment of seamen on shore; and his brave and spirited efforts obtained him honourable mention in the official letter of the Commander of the land forces, General Sir Henry Clinton. He was also present at the attack on Mud Island, Nov. 15, 1777.

On his return to England, with Admiral Arbuthnot's despatches, our officer was appointed to the Warwick, of 50 guns. In the month of January, 1781, he captured, after a smart action, the Rotterdam, Dutch ship of war, of 50 guns and 300 men. During the remainder of the war, Captain Elphinstone was employed on the American station under Admiral Digby. While there, H. R. H. Prince William Henry, (now Duke of Clarence) then a Midshipman in the Prince George, being desirous of a more active life than he spent at New York, requested permission to go to sea, in order that he might get practical experience; and added to this reasonable request, his wish to cruise in the Warwick; the Admiral acquiesced, and Captain Elphinstone had the honour of the Prince's company till he was transferred to the care of Sir Samuel Hood †. On the 11th Sept. 1782, the Warwick, in company with the Lion, Vestal, and Bonetta, captured l'Aigle, a French frigate, of 40 guns, 24-pounders on the main deck, and 600 men, commanded by the Count de la Touche, who made his escape on shore with the Baron Viominil, Commander-in-Chief of the French army in America, M. de la Montmorency, Duc de Lauzan, Vicomte de Fleury, and some other officers of rank; they took in the boat with them a great quantity of specie; two small casks, and two boxes, however, fell into the hands of the captors. La Gloire, another frigate, which was in company with l'Aigle, from drawing less water, made her escape. La Sophie, armed vessel, of 22 guns and 104 men, was also taken; the Terrier sloop of war recaptured, and two brigs destroyed.

At the general election in 1786, Captain Elphinstone was chosen representative in parliament for Stirlingshire; he had previously sat for Dumbarton, in which county his family possesses considerable property and influence.

* See Retired Captain Sir ANDREW SNAPE HAMOND.

† See p. 5.

In 1793, soon after the war broke out with France, Captain Elphinstone obtained the command of the Robust, of 74 guns; and under his direction the troops were landed at Toulon when Lord Hood took possession of that place. He was afterwards appointed Governer of Fort la Malgue and its dependencies. In this arduous and difficult post Captain Elphinstone displayed not only the greatest personal intrepidity and exertion, but a consummate knowledge of military tactics. On one occasion, a detachment of the republican army, about 750 strong, appearing on the heights near Toulon, he marched out with 300 British and the same number of Spaniards, routed the enemy, and took four pieces of cannon, together with their ammunition, horses, two stands of colours, &c.

On the 1st Oct. the combined British, Spanish, and Neapolitan forces, under the command of Lord Mulgrave, Captain Elphinstone, and Rear-Admiral Gravina, obtained a complete victory at the heights of Pharon over a body of nearly 2,000 men, the flower of the Eastern army, of whom about 1,500 were either killed, wounded, or taken prisoners. The loss on the side of the allies amounted to only 8 killed, 72 wounded, and 50 missing.

The enemy soon recovering from these defeats, seized on the heights of Cape Brun; and on the junction of the victorious army, which had lately captured Lyons, they at length threatened to storm the forts, and by the aid of Buonaparte, then an obscure officer of artillery, found means to carry some, and annoy all our posts.

It was therefore reluctantly determined, in a general council of war, that Toulon was no longer tenable; measures were accordingly adopted for the evacuation of the town and arsenal, as well as for the destruction of the ships of war *. Early in the morning of the 18th Dec. the embarkation commenced; and by day-break on the 19th, the whole of the combined troops were safe on board. This service was effected under the superintendence of Captains Elphinstone, Hallowell, and Matthews, to whose indefatigable attention and good dispositions Lord Hood attributed the fortunate success of so important an operation; and it is to their unre-

* See Admiral Sir W. Sidney Smith.

mitting efforts that many of the unhappy Toulonese were indebted for an asylum.

In the Spring of 1794, Captain Elphinstone returned to England with the trade from the Mediterranean, and three French men of war, under his protection. On the 12th April, in the same year, he was promoted to the rank of Rear-Admiral, and soon after hoisted his flag on board the Barfleur, of 98 guns, in the Channel Fleet. On the 30th May he was created a K. B., as a reward for his distinguished merits.

In the month of January, 1795, hostilities being about to take place between Great Britain and the Batavian Republic*, Sir George Keith Elphinstone shifted his flag to the Monarch of 74 guns, and sailed from Spithead, April 2d, for the Cape of Good Hope, having under his command a small squadron destined for the reduction of that settlement. On the 1st of June following he was advanced to the rank of Vice-Admiral.

Sir George arrived in Simon's Bay early in July, and was there reinforced by several men of war and Indiamen, having on board a number of troops under the command of Major-General Craig. The Dutch Governor, M. van Sluyskin, rejecting the proposals which were made to him for putting the colony under the protection of Great Britain, in trust for the Prince of Orange, the necessary measures were taken to reduce the place by force.

The Dutch troops were entrenched in a strong position at Muyzenberg, distant six miles from Cape-Town, and well furnished with cannon, having a steep mountain on their right, and the sea on their left, difficult of approach on account of shallow water, with a high surf on the shore; but the absolute necessity of securing the post, made it obvious to the British Commanders that it ought to be attempted.

For this service the Vice-Admiral prepared a gun-boat, and armed the launches of the fleet with heavy carronades, landed two battalions of seamen, about 1000 strong, in addition to 800 soldiers and marines, and sent ships frequently round the bay, to prevent suspicion of an attack, when any favourable opportunity might offer.

On the 7th of August a light breeze sprung up from the

* See Note †, at p. 20.

N. W., and at twelve o'clock the preconcerted signal was made; when Major-General Craig instantly put the forces on shore in motion, and at the same moment Commodore Blankett, with a detached squadron, got under weigh, whilst the armed boats preceded the march of the troops about five hundred yards, to prevent their being interrupted.

About one o'clock the ships, being abreast of an advanced post of two guns, fired a few shot, which induced those in charge to depart; and, on approaching a second post, of one gun and a howitzer, the effect was the same. On proceeding off the camp, the confusion was instantly manifest, although the distance from the squadron was greater than could have been wished; but the shallowness prevented a nearer approach. The ships having taken their stations in a very judicious manner, opened so brisk and well-directed a fire, as to compel the enemy to fly with the greatest precipitation; leaving to the assailants two heavy guns, one brass 6-pounder, and two howitzers. In this attack the squadron had only two men killed and five wounded. Five Dutch East Indiamen were found in the bay, and taken possession of: three of them from Batavia, with valuable cargoes on board, and two from Amsterdam, which had delivered their lading previous to the arrival of the British.

The next day the enemy endeavoured to regain the important position they had lost, having drawn out their whole force from Cape-Town, with eight field-pieces; but were every where repulsed. Upon this occasion the seamen and marines particularly distinguished themselves, and manœuvred with a regularity that would not have discredited veteran troops.

From this period no material circumstance occurred till the 4th Sept. when the Vice-Admiral was joined by fourteen sail of Indiamen, having on board a large body of troops, under the command of Major-General Alured Clark. Upon this accession of strength, it was determined to make an immediate attack upon Cape-Town; accordingly the troops, artillery, and stores, were landed with the greatest expedition; and on the morning of the 14th the army began its march, each man carrying four days' provisions, and the volunteer seamen from the Indiamen dragging the guns through

a deep sand, frequently exposed to a galling fire from the enemy.

At Wyneberg, a post at a small distance from Cape-Town, the Dutch had planted nine pieces of cannon, and collected their forces, determined to make a firm stand; but they were so resolutely pushed by the British, as to be under the necessity of retreating; and nearly at the same time, they were alarmed by the appearance of Commodore Blankett, with several vessels which Sir George K. Elphinstone had detached into Table-bay, to cause a diversion on that side. Further resistance on the part of the enemy being now fruitless, M. van Sluyskin sent out a flag of truce, asking a cessation of arms for forty-eight hours, to settle the terms for surrendering the town; but only half that time was granted: and on the 16th, this valuable colony fell into the possession of Great Britain. The regular troops taken in the garrison amounted to about 1000 men.

In his despatches to the Secretary of State, General Clarke made the following honourable mention of his naval coadjutor: "The general character of Sir George Keith Elphinstone, and his ardent desire to serve his country, are too well known to receive additional lustre from any thing I could say on that subject; but I should do injustice to my feelings, if I did not express the obligations I am under for the ready and cordial co-operation and assistance that he afforded upon every occasion, which so eminently contributed to the success of our joint endeavours." In a former despatch, Major-General Craig thus expressed himself: "My sense of the obligations I am under to Sir George Elphinstone is such as I should not do justice to in an attempt to express it; his advice, his active assistance, and cordial co-operation on every occasion, have never been wanting, and entitle him to my warmest gratitude."

This conquest being finally secured, the Vice-Admiral proceeded to the Indian seas, and instantly commenced operations for distressing the enemy; and so rapid were the movements of his squadron, so well laid were all his plans, so admirably adapted were the means to the object, that in a very short time the islands of Ceylon*, Cochin, Malacca,

* Columbo, and its dependencies, in the island of Ceylon, submitted to

and the Moluccas, surrendered to the British arms. In the midst of this scene of success Sir George learned, by means of a spy at Trangubar, that a Dutch squadron was shortly expected at the Cape of Good Hope, having been despatched by the Gallo-Batavian government to make a strenuous effort for its recovery; upon which he immediately sailed thither, and fortunately arrived there before the enemy. On the 3rd Aug. 1796, he received intelligence that a hostile fleet was off the coast; but owing to the violence of the weather, it was not until the 6th that he could go in quest of them.

"On getting under weigh," says Sir George in his official despatch, "an officer from the shore came on board to inform me, that a number of ships had been seen the preceding night in the offing, near False Bay: I then resolved to steer to the south-west, in expectation of their having taken that course.

"The squadron continued cruising, in the most tempestuous weather I have ever experienced, which damaged many of the ships, and at one time the Ruby had five feet water in her hold.

"On the 12th I returned, with a fresh breeze blowing from the south-east; and upon anchoring in Simon's Bay, the master attendant came off with the information, that the ships seen, consisting of nine sail, had put into Saldanha Bay on the 6th, the same day on which I had proceeded to sea; that they remained there by the last advice, and that four ships had been despatched in quest of me, to communicate this welcome intelligence.

"I immediately made the signal to sail, but the Crescent had got ashore; the wind blew strong, and increased the following day to a perfect tempest, in which the Tremendous parted two cables, drove, and was in great danger of being lost: so that, notwithstanding every exertion, and the most anxious moments of my life, we could not get out till the 15th."

On the 16th, at sunset, the Vice-Admiral arrived off Sal-

a small squadron under the orders of Captain Alan Hyde, afterwards Viscount, Gardner, and a detachment of soldiers commanded by Colonel James Stuart. The spices and merchandize found in the warehouses, were estimated at 25 lacks of rupees, or upwards of 300,000*l.* sterling.

danha Bay, when the enemy's squadron were descried, consisting of two ships of 66 guns each, one of 54, five frigates and sloops, and one store-ship. Sir George, seeing the inferiority of their force in point of numbers, came to anchor within gun-shot of them, and sent an officer to the Dutch commander, with a request that, to avoid the effusion of human blood, he would surrender to the British fleet; intimating at the same time, that resistance to a force so superior must expose his ships to certain destruction. The Dutch Admiral, Lucas, perceiving that it was impossible to escape, and that opposition would be of no avail, presented terms of capitulation; all of which were accepted by Sir George K. Elphinstone, excepting the second, wherein the Dutch commander required two frigates to be appointed cartels to convey himself, officers, and men to Holland. This was refused, in consequence of the cartel ships which had been sent from Toulon and various other places, under similar circumstances, having been detained, and their crews imprisoned, contrary to the laws and usage of war, and general good faith of nations. On the 18th, the whole of the Dutch ships were taken possession of by the British.

After the completion of these highly important and valuable services, Sir George sailed for Europe, and arrived at Spithead, Jan. 3, 1797. On the 7th March following, he was raised to the dignity of a Baron of the kingdom of Ireland, by the title of Lord Keith. And in the month of May, the same year, he superintended the naval preparations against the mutineers, who at that time unhappily held the command of several ships of war at the Nore, and had committed various acts of insubordination and outrage *. This storm being dispelled, his Lordship for a short time commanded a detachment of the Channel Fleet. He afterwards proceeded to the Mediterranean station, as second in command, under the Earl of St. Vincent, whom he joined at Gibraltar in December, 1798.

The Commander-in-Chief being seriously indisposed, gave charge of the fleet off Cadiz to Lord Keith, and our officer remained employed on the blockade of the Spanish Fleet, con-

* See Admiral Sir JOHN KNIGHT.

sisting of twenty-two ships of the line, until the 4th May, 1799, when he discovered the Brest Fleet, consisting of twenty-four sail of the line and nine smaller vessels, which had escaped the vigilance of Lord Bridport, at some distance to windward, steering in for the land. The Vice-Admiral did not hesitate a moment what part to act, although the wind at this time was blowing extremely hard right on the shore; he instantly weighed, stood off, and, not discouraged by the numerical superiority of the enemy's force *, offered them battle, which they assiduously declined; neither did the French Admiral, Bruix, persevere in the attempt to join his friends at Cadiz, which port was not more than seven or eight miles to leeward. During the ensuing night the storm was so great, it was with much difficulty the ships could be kept together. At day light on the morning of the 5th, only four sail of the enemy were to be seen, to which chace was given, but without effect. Lord Keith remained on his station until the 9th, when he suspected, from not again getting sight of the French Fleet, that it had passed the Straits; he accordingly bore up to follow them, and steered for Gibraltar, from whence he accompanied the Commander-in-Chief up the Mediterranean.

On the 2nd June, the Earl of St. Vincent, finding his health getting worse, resigned the command of the fleet to Lord Keith, who after having in vain endeavoured to obtain a meeting with the enemy, returned to England on the 17th Aug. following.

Towards the latter end of November, in the same year, his Lordship sailed from Plymouth to resume the command of the fleet in the Mediterranean, and arrived at Gibraltar on the 6th December. The season for brilliant operations was in some degree over in that quarter, in consequence of the severe losses which the enemy had sustained, and were in no condition to repair; but much praise was due to Lord Keith for the excellent disposition of the force under his command, and the judgment with which he stationed his cruisers, so that few of the enemy's vessels ventured out of port without falling into the hands of some of our ships of war.

* The British squadron consisted of one first rate, five other 3-deckers, two ships of 80 guns each, and seven 74's.

On the 7th March, 1800, his Lordship anchored at Leghorn, for the purpose of co-operating with the Austrian army against the French, under the command of General Massena, who at that time occupied the city and territory of Genoa. On the 14th he issued a proclamation wherein he signified to all neutral powers, that the ports of Toulon, Marseilles, Nice, and the coast of the Riviera, were in a state of blockade.

Three days after the above event, Lord Keith had the misfortune to lose his flag-ship, the Queen Charlotte, by fire, between Leghorn and the island of Cabrera, which there was some intention of attacking. An account of this melancholy accident, by which upwards of 600 gallant men lost their lives, and one of the noblest ships in the British navy was totally destroyed, will be given under the head of the Hon. Captain G. H. L. Dundas, in our next volume. His Lordship was on shore at the time the conflagration happened; after which he hoisted his flag in the Audacious, but subsequently shifted it to the Minotaur, and proceeded in that ship, with part of his fleet, off Genoa. As there was little probability of being able to reduce that place by any other means than famine, it became an object of the first importance to cut off all supplies by sea; and this service was so effectually performed, that in the beginning of June the French General was obliged to capitulate, being reduced to the greatest extremity for want of provisions. This achievement in our naval annals would not have failed to shine forth as it deserved, had not the disastrous result of the battle of Marengo, and the convention of Alexandria, between the Austrian Baron de Melas and General Buonaparte, overwhelmed Europe with astonishment and dismay. It is here proper to remark, that the Austrians never fired a gun against Genoa, during the whole of the siege, and that its reduction was wholly caused by famine, which the vigilance and severity of our sea blockade had occasioned *.

* During the blockade of Genoa, the city and mole were frequently bombarded by the British flotilla; and on one occasion la Prima, the principal galley in the port, having on board two brass 36-pounders, 30 brass swivels, 257 men, and rowing 50 oars, was brought off in triumph.

On the 4th September following, the island of Malta surrendered to a detachment of Lord Keith's fleet: the particulars will be found in our memoir of Admiral Sir George Martin. In the beginning of the succeeding month, his Lordship appeared before Cadiz, and in conjunction with General Sir Ralph Abercrombie, made arrangements for attacking that place; but the attempt was subsequently abandoned, in consequence of a violent epidemic disease prevailing there, which in the extent of its ravages equalled the plague.

On the 1st Jan. 1801, a general promotion took place, in honour of the union between Great Britain and Ireland; and on that occasion his Lordship was advanced to the rank of Admiral of the Blue. His flag this year was on board the Foudroyant, of 80 guns, and he commanded the naval force employed against the French on the coast of Egypt. His conduct during that memorable campaign was fully equal to the high promise which his exploits on former occasions held forth to his country; and on the surrender of the French army, he was created a Baron of the United Kingdom, received the thanks of both Houses of Parliament, and was presented by the corporation of London with the freedom of that city, in a gold box, and a sword of the value of 100 guineas. A detail of the services performed by the navy in Egypt will be found under the respective heads of Admirals, Hon. Sir Alex. Cochrane; Sir W. S. Smith; and Sir Richard Bickerton. They were thus noticed in the despatches of General (now Lord) Hutchinson, who had succeeded to the command of the army on the death of the heroic Abercrombie. "During the course of the long service on which we have been engaged, Lord Keith has, at all times, given me the most able assistance and counsel. The labour and fatigue of the navy have been continued and excessive; it has not been of one day or of one week, but for months together. In the bay of Aboukir, on the New Inundation, and on the Nile, for 160 miles, they have been employed without intermission, and have submitted to many privations with a cheerfulness and patience highly creditable to them, and advantageous to the public service *."

* To perpetuate the services rendered to the Ottoman empire, the

On the re-commencement of hostilities, in 1803, Lord Keith was appointed Commander-in-Chief of all his Majesty's ships employed in the North Sea, and in the English Channel, as far to the westward as Selsea-Bill. The nature of this extensive and complicated command, required that his Lordship should be established on shore, at some convenient station for maintaining his correspondence with the Admiralty Board, and with the commanding officers respectively employed under his orders, in the Downs, at Dungeness, Sheerness, Yarmouth, Leith, and upon the different stations within the limits of his flag; as well as for the purpose of regulating the distribution and stations of the block-ships, which it had been judged necessary to employ for the defence of the entrance to the River Thames; in consequence of which he took up his residence at East Cliff, near Ramsgate, occasionally going on board his flag ship for the purpose of reconnoitring the enemy's coast, and directing the attacks which it was thought proper to make on the flotilla destined for the invasion of England.

Lord Keith continued to hold this important office until the month of May, 1807, when the Admiralty having determined to divide his command into three separate ones, he struck his flag. In 1812, his Lordship succeeded the late Sir Charles Cotton, as Commander-in-Chief of the Channel Fleet. On the 14th May, 1814, he was created a Viscount of the united kingdom. During the period of the second invasion of France by the allied powers, the noble Admiral commanded in the Channel, and by the judicious arrangement of his cruisers, secured the person of Napoleon Buonaparte, who acknowledged that an escape by sea was rendered impossible—an event which secured the peace and tranquillity of Europe.

Grand Signor established an order of knighthood, which he named the Order of the Crescent.

In the first class were Lord Hutchinson, Lord Keith, Admiral Bickerton, Major General Coote, Major General Baird, and Lord Elgin. In the second the general officers and naval officers of equal rank.

The field officers had large gold medals given them; to the captains smaller gold medals were distributed; and to the subalterns still less. And finally, as a further proof of the sense he entertained of the services rendered him in that campaign, and the loyalty and good faith of the English nation, the Grand Signor ordered a palace to be built in Constantinople for the future residence of British ambassadors.

A portrait of his Lordship, by W. Owen, was exhibited at the Royal Academy, in 1805. On the 23rd May, 1815, he laid the first stone of the Southwark Bridge.

Lord Keith married, first, April 9, 1787, Jane, daughter and sole heiress of William Mercer, of Aldie, co. Perth, Esq., and by her (who died Dec. 12, 1789,) had issue an only child, Margaret-Mercer Elphinstone, on whom the English Barony of Keith is in remainder, on failure of his Lordship's issue male. Married, secondly, January 10, 1808, Hester-Maria, eldest daughter and co-heiress of Henry Thrale, of Streatham, co. Surrey, Esq. (the intimate friend of Dr. Johnson, the great lexicographer,) and M. P. for Southwark, in 1768, and 1775. By this lady the Viscount has issue, Georgiana-Augusta-Henrietta, born Dec. 12, 1809.

His Lordship's eldest daughter married in 1817, to Count Flahault, who served as Aid-de-Camp to Buonaparte at the battle of Waterloo.

RIGHT HONORABLE

WILLIAM LORD RADSTOCK,

(Of Castletown in the Queen's County, Ireland.)

Admiral of the Red; Knight Grand Cross of the most honourable Military Order of the Bath; and President of the Naval Charitable Society *.

THE family of Waldegrave, formerly written Walgrave, of which this nobleman is a member, is denominated from a place of their own name in Northamptonshire, where they resided before the year 1200. His Lordship is the second son of John, third Earl of Waldegrave, by Lady Elizabeth, aunt of the present Marquis of Stafford †, and was born July 9, 1758.

* The Naval Charitable Society was instituted in 1791, for the relief of the indigent orphans, widows, and children of Sea Officers, and also of Officers themselves reduced by misfortune to indigence. From that period to the latter end of the year 1821, acceptable and necessary relief was supplied in no less than two thousand one hundred and ninety-two cases of distress. The balance in hand at the commencement of 1822, was 1,147*l.* 10*s.* 1*d.* besides 30,000*l.* Consols. Petitions from non-subscribers, or their relatives, are deemed inadmissible. Lord Radstock is also a Vice-President of several benevolent institutions, unconnected with the Navy.

† Lord Radstock's uncle, James, the second Earl of Waldegrave, mar-

The profession of the navy was his own particular choice, and he was happily placed under the tuition of such officers as were calculated to improve his early genius for nautical science. Having gone through the inferior gradations of service in the Mediterranean and Western Seas, he was promoted to the command of the Zephyr sloop, about 1775; and on the 30th May, 1776, advanced to the rank of Post-Captain in the Rippon, of 60 guns, bearing the broad pendant of Sir Edward Vernon.

Captain Waldegrave's time passed on in the usual routine of service until Aug. 10, 1778, on which day the Commodore, being on a cruise off the coast of Coromandel, fell in with a French squadron under M. Tranjolly. An action ensued, and was maintained with great obstinacy for two hours; when the enemy availing himself of the crippled condition of the British ships, made sail and steered for Pondicherry, On the 21st Sir Edward again got sight of them, but their superiority in sailing prevented his being able to bring them to action; they however quitted the coast, which gave the Commodore an opportunity of taking possession of the anchorage in Pondicherry road, by which means he was enabled to co-operate with the army in the reduction of that place. In October it surrendered to the British arms.

In the above action the number of ships on each side were equal. Those of the English mounted 148 guns; the French 180. The loss sustained by the former, consisted of 11 killed and 53 wounded *. That of the enemy was never ascertained. The Sartine French frigate, mistaking the British for her own squadron, was afterwards taken.

The climate of the East Indies not agreeing with Captain Waldegrave's health, he returned to England, and immediately on his arrival was appointed to the Pomona of 28 guns. In this ship he captured the Cumberland, American privateer, of 20 guns and 170 men. This was an important service, for the enemy's vessel had been particularly destructive to

ried Maria, daughter of Sir Edward Walpole; she afterwards became the consort of the late Duke of Gloucester, brother of King George III, and died in August, 1807.

* The Rippon had 4 slain and 15 wounded.

our trade. Some months after he removed into la Prudente, of 38 guns and 280 men; and after making a voyage to the Baltic, was attached to the Channel Fleet.

On the 4th July, 1780, Captain Waldegrave, having been sent by Sir Francis Geary to cruise off Cape Ortegal, in company with the Licorne, of 32 guns, fell in with, and after an obstinately contested action of four hours, captured la Capricieuse, a new French frigate, pierced for 44 guns, but mounting only 32, with a complement of 308 men, above 100 of whom, including her commander, were either killed or wounded. Upon taking possession of the prize, she was found in so disabled a state, owing to her gallant defence, that upon the report of a survey held by the carpenters of the British frigates, Captain Waldegrave ordered her to be burnt.

La Prudente bore the brunt of the above action, and was consequently a greater sufferer than her companion. She had four midshipmen and 13 seamen killed; her second Lieutenant, one midshipman, and 26 men wounded. The Licorne had only three men slain and seven wounded.

In the spring of 1781, Captain Waldegrave accompanied Admiral Darby to the relief of Gibraltar *; and towards the close of that year he assisted at the capture of a number of French transports, that were proceeding with troops and stores to the West Indies, under the protection of M. de Guichen. The skill displayed by the British squadron on this occasion, in presence of an enemy's fleet nearly double in numbers and force, deserves to be recorded. The following are the particulars of this affair, which reflected credit on all present. In the month of November, 1781, the French fleet, consisting of nineteen sail of the line, many of which were first and second rates, besides two 64-gun ships, armed *en flute*, and several frigates, put to sea from Brest, to escort their East and West India trade safe to a certain latitude. The British Government were no sooner apprized of this, than a squadron of twelve sail of the line, one ship of 50 guns, and four frigates, under the command of Rear-Admiral Kempenfelt, was despatched to intercept them. On the 12th December, at day-break, about being thirty-five leagues to the westward of Ushant, the enemy were discovered, and appeared much dispersed, the ships

* See p. 4, and note ‡, at p. 33.

of war being very considerably to leeward of the merchantmen. With a force so much beyond his own, the Rear-Admiral could not in prudence hazard a general action; but having the weather-gage, he determined to sail parallel with the enemy, and to watch a fit opportunity of bearing down upon their rear, and cutting off their charge. In the course of a few hours the van and centre of the French fleet had shot considerably a-head of the rear, and the merchant vessels, under the protection of four or five frigates, had fallen considerably to leeward. Upon observing this, the British squadron bore up in line of battle a-head, the van engaging the rear of the enemy; the remainder of the ships passed to leeward, and effectually cut off and captured fifteen of the transports, and sunk four of the frigates that had rashly endeavoured to protect them. This manœuvre having brought his squadron above half a league to leeward of the enemy, and the wind blowing directly fair for the coast of England, Rear-Admiral Kempenfelt formed his ships into two divisions, the first of which took the prizes in tow, and the other kept up a running fight with the French Fleet; and in this order, under a great press of sail, he carried the whole of the captured vessels into Plymouth, in the face of the enemy, and in spite of their utmost endeavours to prevent him.

Having terminated his progress through the American war with infinite credit, the state of Captain Waldegrave's health required him to seek a milder climate than that of England: he accordingly repaired to the Continent, where he remained several years, during which period he visited Paris, Marseilles, Constantinople, Smyrna, and several of the islands in the Archipelago, and made a tour of the greater part of Greece.

In 1790, a dispute took place with Spain, relative to a settlement which had been made on the western coast of America, in 1788; and preparations, both naval and military, were recurred to by each party, in consequence of it; but the court of Madrid being conscious of its utter inability to enter into a contest with Great Britain, applied for the assistance of France. The National Assembly, however, exhibited great reluctance to enter into a war about so insignificant an object; and a convention was soon after signed at the Escurial, by which, not only the settlement of Nootka Sound was restored,

but the free navigation of, and the right of fishery in those seas, were conceded to Great Britain *. During this discussion Captain Waldegrave commanded the Majestic, of 74 guns.

We find no farther mention of our officer until the commencement of the year 1793, when he was appointed to the Courageux, of 74 guns, and in the following spring accompanied Vice-Admiral Hotham to the Mediterranean.

By this time, Louis XVI. like our Charles I, had experienced a violent death on a public scaffold; and France, towards the end of the eighteenth century, like England, about the middle of the seventeenth, had declared herself a republic. With an energy seldom practised, even in limited monarchies, this new commonwealth smote all her enemies, and carried terror and desolation on her victorious banners; while, wonderful to relate, her own provinces were a prey to domestic factions and civil wars.

The squadron under Vice-Admiral Hotham was speedily followed by the main body of the fleet destined to act, under the orders of Lord Hood, in concert with the Royalists of the Southern departments of that distracted country.

Upon the arrival of his Lordship in the Mediterranean, he proceeded off Toulon, the inhabitants of which place and Marseilles, had manifested evident signs of a disposition to free themselves from the oppressive yoke of their new masters. Lord Hood availed himself of these dissensions to open a negotiation with the commandant, and principal residents of Toulon, for the delivering up of the town, arsenal, forts, and shipping to his Britannic Majesty, in trust for the reigning King of France, at the re-establishment of peace and order in that country.

The general committee of the sections of Toulon having acquiesced with the proposals made by the British Admiral, the necessary arrangements were made for the landing of 1500 men, which was accomplished by noon on the 28th August †. The disembarkation was completed under the immediate protection of two frigates, supported by the Courageux, and three other line-of-battle ships; and the same day the British fleet, and a Spanish squadron under Don Juan de Langara, anchored in the outer road of Toulon, the greater part of the French Fleet at

* See p. 40. † See p. 46.

that anchorage removing into the inner harbour. On the following day Captain Waldegrave and the late Lord Hugh Seymour Conway, were sent to England with Lord Hood's despatches, giving an account of this important event. Those officers being ordered to proceed by different routes, the former proceeded to Barcelona, and from thence across the Spanish peninsula.

Our officer returned to the Mediterranean, with instructions for Lord Hood's further proceedings, by the way of Holland, Germany, and Italy, and on his arrival resumed the command of the Courageux, in which ship he terminated his services as a Captain. On the 4th July, 1794, he was advanced to the rank of Rear-Admiral, a short time previous to which he had been nominated a Colonel of Marines.

His promotion to a flag obliged Rear-Admiral Waldegrave to return to England by land. He subsequently held a command in the Channel Fleet. On the 1st June, 1795, he was made a Vice-Admiral; and in the fall of the same year, he again sailed for the Mediterranean. During the succeeding spring he was sent with five ships of the line to negotiate with the Tunisians. His mission was of a peculiarly arduous and delicate nature; notwithstanding which, however, he executed it to the complete satisfaction of those by whom he had been deputed *. On the night previous to his quitting Tunis, the boats of Vice-Admiral Waldegrave's squadron, under the direction of Captain Sutton, of the Egmont, cut out of the bay several armed vessels †.

From this period, excepting the unprecedented length of time which the ships were kept at sea, nothing remarkable occurred until the 14th Feb., 1797, when Sir John Jervis, with fifteen sail of the line, encountered and defeated a Spanish fleet, consisting of twenty-seven ships, seven of which mounted from 112 to 130 guns. The particulars of this memorable event, which completely defeated the projected junction of the navies of France, Holland, and Spain, and thus preserved to Great Britain its proud dominion of the ocean,

* The naval Commander-in-Chief, Sir John Jervis, and Sir Gilbert Elliot, Viceroy of Corsica.

† See Admiral Sir JOHN SUTTON.

will be found in our memoir of the Earl of St. Vincent, then Sir John Jervis, from whom Vice-Admiral Waldegrave received the following letter, in acknowledgment of the very essential services he had rendered:

"*Victory, in Lagos Bay, Feb.* 16, 1797.

"Sir.—No language I am possessed of can convey the high sense I entertain of the exemplary conduct of the Flag-Officers, Captains, Officers, Seamen, Marines, and Soldiers, embarked on board every ship of the squadron I have the honour to command, present at the vigorous and successful attack made upon the fleet of Spain on the 14th instant. The signal advantage obtained by his Majesty's arms on that day, is entirely to be attributed to their determined valour and discipline; and I desire you will accept my grateful thanks for your service on that occasion.

"I have the honour to be, Sir,

"Your most obedient humble servant,

"J. JERVIS.

"The Hon. Wm. Waldegrave,
&c. &c. &c."

Soon after the above glorious event, the subject of this memoir was nominated Governor of Newfoundland, and Commander-in-Chief of the squadron employed on that station. This appointment he held for several years, during which he devoted his whole attention to the welfare of that island, and obtained very particular approbation.

It was at that period the regulation for the Governor of Newfoundland to return to England at the fall of the year, and remain there during the winter months. In consequence of this custom Vice-Admiral Waldegrave had the gratification of assisting in the solemn ceremonies of a day devoted to thanksgiving for the splendid triumphs that the Almighty had vouchsafed to the fleets of Britain: On the 19th Dec. 1797, their late Majesties and all the royal family, attended by the great Officers of State, and the Members of both Houses of Parliament, went in procession to St. Paul's Cathedral, to return thanks for the glorious naval victories obtained by Lord Howe, June 1, 1794; by Admiral Hotham, Mar. 13, 1795; by Lord Bridport, June 23, 1795; by Sir John Jervis,

Feb. 14, 1797; and by Admiral Duncan, Oct. 11, same year; and to deposit the flags taken on those occasions, as well as the colours of the Dutch Fleet, captured by Sir George K. Elphinstone, Aug. 18, 1796 *. Fifteen Flag-Officers and twenty-six Captains attended the procession, and at the end of the first lesson, entered in two divisions, right and left of the King's chair, and advancing to the altar, there deposited the trophies of their valour.

When Sir John Jervis was raised to the Peerage, and the other Flag-Officers under his command were created Baronets, for their conduct in the battle off Cape St. Vincent, the latter rank was offered to Vice-Admiral Waldegrave: this, however, he declined, as being inferior to that which he then held as an Earl's son. On the 29th Dec. 1800, he was created a Peer of Ireland, by the title of Baron Radstock. His Lordship was promoted to the rank of Admiral, Apr. 29, 1802, since which time he has not been employed. At the public funeral of the gallant Nelson, Lord Radstock attended the body by water from Greenwich; and was one of the supporters of the Chief Mourner, the late Sir Peter Parker, Admiral of the Fleet. He was nominated a G. C. B. Jan. 2, 1815.

His lordship married at Smyrna, in 1785, to Cornelia, second daughter of David Van Lennep, Esq. Chief of the Dutch Factory at that place, by whom he has had a numerous issue. Two of his sons are in the navy, the eldest of whom, Captain the Hon. George-Granville Waldegrave, is heir to the title.

* See p. 51.

JOHN HENRY, Esq.

(Admiral of the Red.)

THIS venerable officer was born at Holyhead in the island of Anglesea, Sept. 28, 1731, and entered the naval service about the year 1744. Whilst on service, as a Midshipman, he had his thigh bone broken by a hawser. In 1762, we find him serving as first Lieutenant of the Hampton-Court, a 64-gun ship, at the reduction of the Havannah by Admiral Sir George Pocock, and the Earl of Albemarle *.

* The expedition against the capital of Cuba, was one of the most daring and best conducted enterprises ever undertaken by any nation. To prevent those apprehensions on the part of the Court of Spain, which the equipment of a powerful fleet in England would have given rise to, Sir George Pocock sailed from Portsmouth with only four ships of the line, one frigate, and some transports, on board of which were embarked four regiments of infantry. On his arrival in the West Indies he took upon him the command of all the men of war in that quarter, which composed a fleet of twenty-six ships of the line, fifteen frigates, and a considerable number of smaller vessels.

After a very fortunate passage through the Old Straits of Bahama, a navigation of considerable difficulty, this formidable armament arrived off the Havannah on the 6th June, 1762. The land forces, under the command of the Earl of Albemarle, amounting to upwards of 10,000 men, were landed the next day, together with a detachment of seamen and marines, and the joint operations of the navy and army were pushed with vigour.

On the 30th July, a practical breach was made in the Moro castle; and the same day it was resolutely carried by storm, with so inconsiderable a loss as only two officers and thirty men; the slaughter among the Spaniards was immense. Don Louis de Valasco, Captain of a ship of war, and Governor of the Fort, made a most gallant defence; he was mortally wounded, and his second, the Marquis de Gonzales, was killed. His Catholic Majesty, to commemorate the fate of the brave Don Valasco, created his son Viscount Moro, and directed, that for ever after there should be a ship in his navy called the Valasco.

On the 11th Aug. the Spaniards hung out flags of truce from the town, fort le Puntal, and the Admiral's ship. The next day the capitulation was signed, and on the 14th, the British were put in possession of the Havannah. The specie, valuable merchandize, with the military and naval stores, which were found in the town and arsenal, amounted to near 3,000,000*l.* sterling. By the reduction of this place the Spanish navy received a severe blow. Nine sail of the line were taken in the harbour

On the 22d Nov., 1777, our officer was promoted to the rank of Post-Captain, by Lord Howe, for his conduct at the capture of Mud Island, in North America, which was considered at the time a most important service*. In the early part of May, 1778, Captain Henry was detached by his Lordship, with a flotilla consisting of several gallies, schooners, and gun-boats, to co-operate with a detachment of light infantry, under the command of Major Maitland, who were embarked in eighteen flat boats, for the purpose of attacking the enemy's ships which were lying in the Chesapeake, between Philadelphia and Trenton. On this occasion, the following American vessels were destroyed: Washington, pierced for 32 guns; Effingham, ditto for 28; three mounting 16 guns each; three of 10 guns each; nine large merchant ships; twenty-three brigs, and a number of schooners and sloops.

In Sept. and Oct. 1779, Captain Henry, who had previously been appointed to the Fowey, of 20 guns, greatly distinguished himself in the command of the naval force stationed at Savannah, consisting of three ships of 20 guns each, one brig of 12 guns, two armed ships, four gallies, and seven half gallies. On the 9th of the former month, the Count d'Estaing anchored with nineteen sail of the line, two ships of 54 guns each, seven frigates, a corvette, and a number of transports, off the bar, at the mouth of the river. This armament was intended for the reduction of Georgia.

As soon as the French troops were landed, and a junction formed with those of America from Charlestown, under

fit for sea; two on the stocks, which were burnt by our people, and three others were sunk at the entrance of the harbour, with a large galleon. This important conquest was not acquired without a considerable loss on the part of the British: the killed, wounded, missing, and those who died by sickness, which raged to a great degree, during and after the siege, amounted to above 1790 officers and men, exclusive of those who fell a sacrifice to the unwholesomeness of the climate on board the fleet.

The courts of France and Spain, intimidated by this blow, which laid all their settlements in the West Indies at the mercy of Britain, entered immediately on negotiations for peace, which they obtained on easier terms than the great success of the British arms in every quarter of the globe might seem to justify.

* See Retired Captain Sir ANDREW SNAPE HAMOND.

General Lincoln, the Count d'Estaing sent a most vaunting summons to the garrison at Savannah, demanding its immediate surrender. General Prevost, who commanded, required twenty-four hours for deliberation, which was granted. In this interval Colonel Maitland and Lieutenant Goldesborough, of the navy, with the greatest zeal and perseverance, having surmounted many difficulties, joined the garrison with a reinforcement from the island of Port Royal; the officers, seamen, and marines, with the guns from the ships of war, were landed, the works put in the best possible state of defence, and two vessels, the Rose and Savannah brig, sunk on the bar at the entrance of the river, to prevent the approach of the enemy's ships. At the expiration of the time allotted, an answer was returned to the French commander, that the garrison were determined to defend themselves to the last man. Upon the signal gun being fired for the recommencement of hostilities, nothing could prevent the usual ardour of the British seamen from expressing their joy by three loud cheers from the batteries.

The siege was prosecuted with the greatest vigour; at length the enemy began to be considerably weakened and disheartened by repeated attacks, in all of which they were repulsed with great slaughter; the fleet and army also became extremely sickly, which much contributed to reduce their strength. On the 18th Oct., upon the clearing up of a fog, it was discovered that the French and Americans had abandoned their camps the preceding night, and to prevent being overtaken in their retreat, had broken down all the bridges. The wreck of the French army was re-embarked, and on the 1st Nov. the Count d'Estaing departed with a part of his fleet for Europe, and sent the remainder to the West Indies.

The French army is said to have consisted of 4,800 regular troops, besides mulattoes and free negroes brought from the West Indies. The American force under General Lincoln, to about 3,000 men.

The loss the French sustained on this expedition is computed at 1,500 men.

On the 15th May, 1780, Captain Henry was appointed to the Providence, of 32 guns, an American frigate that had

been taken at Charlestown; and towards the close of the following year we find him commanding the Renown, of 50 guns, attached to the squadron under Rear-Admiral Kempenfelt, when that officer encountered M. de Guichen*. He appears to have continued in that ship, during the remainder of the war.

In 1793, when hostilities commenced with the French republic, Captain Henry commissioned the Irresistible, of 74 guns, and convoyed a fleet of merchantmen to the West Indies, where he assisted at the reduction of the French islands, and thus terminated his professional services.

Captain Henry was promoted to the rank of Rear-Admiral, July 4, 1794; Vice-Admiral, Feb. 14, 1799; and Admiral, April 23, 1804. He is a widower, but has no children.

In 1816, a Pamphlet was published, entitled "An Account of the means by which Admiral Henry has cured the Rheumatism, a Tendency to Gout, the Tic Douloureux, the Cramp, and other Disorders; and by which a Cataract in the Eye was removed: with Engravings of the Instruments made use of in the several operations practised by him." *London*, pp. 20.

Residence.—Rolvenden, Kent.

ISAAC PRESCOTT, Esq.

Admiral of the Red.

This officer commanded the Queen, of 98 guns, bearing the flag of Vice-Admiral Harland, in Keppel's action with d'Orvilliers †. In 1781 he was stationed at Newfoundland, in the Mercury of 28 guns. His gradations of naval rank are as follow: Post-Captain, April 8, 1778; Rear-Admiral, June 1, 1795; Vice-Admiral, Feb. 14, 1799; and Admiral, Nov. 9, 1805. He married a daughter of the late Rev. Richard Walter, who was Chaplain of the Centurion with Lord Anson, and the reputed author of "Anson's Voyage." The Admiral has several children, one of whom is a Captain in the Navy, and has distinguished himself in the service.

* See p. 68. † See p. 15.

THOMAS SPRY, Esq.

(Late Davy.)

This officer is related to the late Admiral Sir Richard Spry, whose surname he adopted on succeeding to his extensive landed property in Cornwall. He obtained the rank of Post-Captain, May 5, 1778, and in the same year commanded the Europe, of 64 guns, under the orders of Commodore Evans, in the expedition against the Islands of St. Pierre and Miquelon, on the coast of Newfoundland. They were taken possession of on the 14th September. The French fishery was entirely destroyed, and their boats, &c. burnt in all those parts where they had been permitted to dry their fish. This service having been accomplished, Captain Spry exchanged ships with the late Sir Richard King, and, in the month of November, returned to England in the Pallas, of 36 guns.

On the 13th May, 1779, the Pallas formed part of a small squadron under Sir James Wallace, when that officer followed several French men of war into Concale Bay, and succeeded in capturing la Danäe, of 34 guns and 250 men. The remainder, consisting of la Valeur, 26 guns, la Recluse, 24, la Dieppe, 16, and several smaller vessels, were destroyed.

In the following year Captain Spry commanded the Ulysses, of 44 guns, on the Jamaica station. On the 2d of Oct. that ship lost all her masts in a hurricane, which extended its rage to almost all the other islands: it was attended with frequent and violent shocks of an earthquake; an extraordinary and sudden elevation of the sea broke in and overwhelmed the town of Savanna le Mar, and on its retreat swept every thing away, so as not to leave the smallest vestige of man, beast, or house behind. The wretched inhabitants, who had fled in time and escaped the ravages of this most wonderful phænomenon, on their return beheld nothing but ruin and desolation. Every part of the island felt the terrible effects of this violent hurricane, but in a less degree *.

* The squadron which had sailed from Port Royal with the trade for Europe, under Rear-Admiral Rowley, shared in this dreadful calamity. That officer, with five of his ships, returned to Jamaica dismasted and in a

Captain Spry continued on the Jamaica station until the conclusion of the war, in 1783, since which time he has lived in retirement. He was promoted to the rank of Rear-Admiral, June 1st, 1795; Vice-Admiral, Feb. 14th, 1799; and Admiral, Nov. 9th, 1805.

Residence.—Killaganoon, co. Cornwall.

SIR JOHN ORDE,

Baronet; Admiral of the Red; and a Vice-President of the Naval Charitable Society.

The family of Orde is of great antiquity, and has long possessed considerable landed estates in the counties of Northumberland and Durham. The subject of this memoir is the youngest son of the late John Orde, Esq. who lived chiefly at Morpeth, and acted for many years as a Magistrate and Deputy-Lieutenant of the former county, by his second wife, Anne, widow of the Rev. William Pye, and was born at Morpeth, in Northumberland, Dec. 1752*.

He entered the navy in 1766, on board the Jersey, of 60 guns, bearing the broad pendant of Commodore Spry, stationed in the Mediterranean. He subsequently served under Commodore Byron, at Newfoundland; and with Sir George B. Rodney, on the Jamaica station. In 1773, Mr. Orde was promoted to the rank of Lieutenant by the latter officer, and returned to England in the Rainbow, of 44 guns.

most shattered condition. The Stirling Castle, of 64 guns, Captain R. Carket, was totally lost on the Silver Keys, near Hispaniola, and only 50 of the crew saved. The melancholy fate of the Thunderer, of 74 guns, bearing the broad pendant of the Hon. Commodore Walsingham, was still more calamitous, having foundered, and every soul perished. Several other ships of war experienced the most horrible distress from this terrible conflict of the elements. Further particulars of this event will be found under the head of Admiral John Holloway.

* Sir John's eldest brother, Thomas, married the only daughter of Charles, fifth Duke of Bolton, in whose right he succeeded, on the death of Harry, the sixth and last Duke, without male issue, to the principal family estates of the Dukes of Bolton, and assumed the name of Powlett. He was afterwards created a Peer, by the title of Baron Bolton.

At the commencement of the dispute with our transatlantic colonies, he was appointed to the Roebuck, commanded by the present Sir Andrew Snape Hamond, with whom he continued on the coast of America until 1777 *, when he was removed into the Eagle, of 64 guns, Lord Howe's flag-ship, as first Lieutenant, preparatory to his promotion.

Our officer commanded the Zebra, sloop of war, at the reduction of Philadelphia †, and, May 19, 1778, was advanced to the rank of Post-Captain, in the Virginia of 32 guns, a frigate recently captured from the Americans. In the autumn of 1779, Captain Orde accompanied Commodore Sir George Collier in an expedition up the Penobscot, which terminated in the capture or destruction of the whole of the rebel fleet in that river, consisting of eighteen ships and vessels of war; and the relief of Fort M'Lean, which had been closely besieged by the enemy.

In 1780, the Virginia assisted at the taking of Charlestown †, where, after passing Sullivan's island, Captain Orde served on shore in the command of a battalion of seamen, and was favourably noticed by Admiral Arbuthnot, in his official despatches relative to that event.

He afterwards commanded the Chatham, of 50 guns, and captured the General Washington, of 22 guns and 118 men. In 1781, Admiral Arbuthnot being recalled, Captain Orde conveyed him to England in the Roebuck, into which ship he had removed for that purpose. During the remainder of the war he was employed in the North Sea, and on the coast of France.

In February, 1783, the preliminaries of peace having been signed, Captain Orde was honoured with the appointment of Governor of Dominica, and Receiver of the Monies arising from the sale of land in the ceded islands; and on the 27th July, 1790, the dignity of a Baronet was conferred upon him.

At the breaking out of the French revolution, Sir John solicited and obtained permission to resign his government,

* For the services on which the Roebuck was employed between 1775 and 1777, see Retired Captain Sir ANDREW S. HAMOND.

† See Sir A. S. HAMOND.

and to resume the active duties of his profession. He was immediately appointed to command the Victorious, and soon afterwards the Venerable, of 74 guns, attached to the Channel Fleet. From the latter her emoved into the Prince George, a second rate, and continued in her until June 1, 1795, when he was promoted to the rank of Rear-Admiral.

In the beginning of 1797, Sir John Orde assumed the command at Plymouth, during the absence of the Port Admiral, the late Sir Richard King. On this service he continued until the close of the disgraceful mutiny, in the month of May *; soon after which he hoisted his flag on board the Princess Royal of 98 guns, and joined the fleet under the orders of Earl St. Vincent on the Mediterranean station.

In November following, the Rear-Admiral was sent by his Lordship with the command of a squadron of eight sail of the line, and a proportionate number of frigates and sloops, to blockade the port of Cadiz.

There he continued till relieved by Sir W. Parker, in January, 1778, and was sent back again on the same service, after that officer had been compelled to leave his station by a superior force. This service, though certainly not the most splendid, was not the least arduous, especially during the winter months, when Sir John principally conducted it. The position necessarily taken by the blockading squadron was embayed. In the port of Cadiz there were about twenty sail of the line, with some frigates, kept apparently in constant readiness to put to sea, which threatened on one side; whilst, on another, the squadron was liable to attack from the Toulon fleet, unchecked in its operations, and known to be preparing for some important expedition.

On Earl St. Vincent resuming the immediate command off Cadiz, the Rear-Admiral received his thanks in the following words: "You have shewn uncommon ability and exertion in preserving your position during the late unpleasant weather, and I very much approve every step you have taken."

Not long after this, Sir Orde was much mortified at finding an officer † junior to himself, just arrived from England, se-

* See Memoirs of Admiral Sir JOHN KNIGHT, and Vice-Admiral E. GRIFFITH COLPOYS.

† Sir HORATIO, afterwards VISCOUNT NELSON.

lected to command a squadron on the only service of distinction likely to happen; and himself, by the junction of Sir Roger Curtis, with a reinforcement from Ireland, reduced to be only fourth in command of the fleet; whereas, he had accepted the appointment under Earl St. Vincent, on an intimation from one of the Lords of the Admiralty, the late Lord Hugh Seymour, that he should be second to the noble Earl, with all the distinctions and advantages annexed to that station.

This led to a correspondence between his Lordship and Sir John, which terminated in the latter receiving orders to shift his flag to the Blenheim, and to return to England in charge of a large fleet of merchantmen. Before he left the fleet, the Rear-Admiral, conceiving that he had been treated in a manner unsuitable to his rank, wrote a letter to the Admiralty, requesting a court martial on the Commander-in-Chief, which he sent to Lord St. Vincent to forward.

On Sir John's arrival in England, he was acquainted by Mr. Secretary Nepean, that the Board did not consider the reason Earl St. Vincent had assigned for sending him home, sufficient to justify the measure; but that, having already signified their opinion to his Lordship on that head, it was not necessary to take any further steps on the occasion. The Blenheim was immediately dismantled, and a few weeks after, Sir John was offered a command in the Channel Fleet. This, however, he thought proper to decline.

On the 14th Feb. 1799, our officer was advanced to the rank of Vice-Admiral; and in the following autumn Earl St. Vincent returned to England for the purpose of recruiting his health. Sir John Orde, who considered himself to have been *personally* insulted by his Lordship, lost no time in calling upon him for *private* satisfaction; and a meeting was appointed to take place between them, but was happily prevented through the interference of the police.

In 1802, soon after the definitive treaty of peace was signed, Sir John, who seems to have waited for that event, published his case in a small pamphlet entitled "Copy of a Correspondence, &c. between the Right Hon. the Lords Commissioners of the Admiralty, the Right Hon. Earl St. Vincent, K. B., the Right Hon. Earl Spencer, K. G., and Vice-Admiral Sir John

Orde, Bart." The circulation of which he had previously confined to his friends. This pamphlet appears to have been written with temper and moderation, and is well worthy of perusal, especially by professional men.

On the renewal of hostilities, and the removal of Lord St. Vincent from the chief administration of naval affairs, Sir John accepted the command of a squadron, and cruised off Cape Finisterre during the Autumn of 1804. In 1805, we find his flag in the Glory, of 98 guns, off Cadiz; from which station he was compelled to withdraw, in consequence of the appearance of the combined fleets, on their way to the West Indies. He was promoted to the rank of Admiral of the Blue, November 9, following.

Sir John Orde was one of the supporters of the pall at the funeral of Lord Nelson, to whose merits he had ever rendered the fullest justice, however much he had had occasion to condemn the preference shewn to him in the summer of 1798.

In 1807, when his nephew, the present Lord Bolton, was called to the House of Peers, in consequence of the demise of his father, Sir John Orde succeeded him in the representation of the Borough of Yarmouth, in the Isle of Wight.

He married first, Feb. 8, 1781, at Charlestown, Margaret, daughter and heiress of Richard Stephens, of St. Helena, in South Carolina; she died in 1789, leaving no surviving issue: secondly, in Dec. 1793, Jane, eldest daughter of John Frere, of Finningham, co. Suffolk, Esq.

Country seat.—Bognor, co. Sussex.

Town residence.—20 Gloucester Place, Portman Square.

RIGHT HONOURABLE

JAMES LORD GAMBIER,

Knight Grand Cross of the most Honourable Military Order of the Bath; President of the Church Missionary Society; and a Vice-President of the Naval Charitable, Marine, and other Societies: also of the Lock Hospital, the Asylum, and the African and Benevolent Institutions.

THIS nobleman is the second son of the late John Gambier, Esq., formerly Lieutenant-Governor of the Bahama Islands, by Miss Deborah Stiles, of the Island of Bermuda. His Lordship's great-grandfather, Nicholas Gambier, left Caen in Normandy, on the revocation of the edict of Nantes, and settled in England, 1690: his eldest son was a Barrister at Law, and one of the counsel to the city of London.

The subject of this memoir, the second Admiral of the same name in the British Navy, was born at the Bahamas, Oct. 13, 1756, and went to sea at an early age. In 1778, we find him commander of the Thunder bomb, in which vessel he had the misfortune to be captured by the French fleet under Count d'Estaing. He was promoted to the rank of Post-Captain, Oct. 9, in the same year, and appointed to the command of the Raleigh, of 32 guns. In this frigate he was engaged in repelling the French attempt upon Jersey *; and afterwards proceeded to the coast of America.

At the reduction of Charlestown, in South Carolina †, Captain Gambier served on shore with the brigade of seamen and marines. In 1781, he captured the General Mifflin, American ship of war, mounting 20 guns, with a complement of 115 men.

From this period we find no mention of him until the year 1793, when a long, sanguinary, and expensive war with France took place ‡, on which occasion Captain Gambier was immediately selected for employment, and appointed to the command of the Defence, of 74 guns, under the orders of Earl Howe.

* Jan. 6, 1781.

† See Retired Captain, Sir A. S. HAMOND.

‡ See note at p. 18.

On the 18th Nov., the fleet, being on a cruise in the Bay of Biscay, got sight of a French squadron, to which chace was immediately given; but the enemy being considerably to windward, and the weather thick and squally, they effected their escape. The Defence in the pursuit carried away her top-masts.

It was not until the month of May, 1794, that the Brest Fleet put to sea, and then only for the express purpose of protecting a fleet laden with corn; the pressure of want throughout France being so great, that the party then in power determined rather to risk a defeat than be exposed to a famine. In the actions that ensued *, Captain Gambier bore a most

* On 19th May, Earl Howe having obtained certain intelligence that the enemy had some days before put to sea, and were then not many leagues to the westward of him, went immediately in pursuit of them. On the morning of the 28th, being then about 100 leagues distant from Ushant, the French fleet was discovered to windward, it then blowing fresh from the S. S. W. with a rough sea. Upon their perceiving the British fleet, they bore down in a loose order, and soon after hauled again to the wind, and began to form in order of battle. The British fleet still continuing in the order of sailing, excepting the division under Rear-Admiral Pasley, who had advanced a considerable distance to windward of the main body, and was coming fast up with the enemy's rear. About a quarter before two P. M., Earl Howe made the signal for a general chace, and to engage the enemy. Towards the evening, Rear-Admiral Pasley, in the Bellerophon, 74 guns, closed with the rear ship of the French line, the Revolutionnaire, of 110 guns, on which he commenced a firm and resolute attack, supported occasionally by the ships under his orders. The Bellerophon being soon disabled, bore down to the main body of the fleet; her opponent, also, having had her mizen-mast shot away, fell to leeward of her station. While in this state, she was intercepted by the Leviathan, another 74, commanded by Lord Hugh Seymour, who engaged her until the coming up of the Audacious, a ship of the same force; then passed on, fired a broadside at the next French ship, and dropped to the rear. Captain William Parker continued to engage his huge opponent for two hours without intermission, when the Revolutionnaire, having lost her lower yards and main-top-sail yard, and being otherwise much shattered, fell athwart hawse of the Audacious; but the ships soon getting clear of each other, the enemy put before the wind; neither was it in the power of Captain Parker to follow her, his rigging and sails being cut to pieces, and the ship for some time quite unmanageable. At day-light on the following morning, he discovered nine of the enemy's ships about three miles to windward of the Audacious; two of them gave chace: her situation for some time was very alarming, but by the active exertions of the officers and men,

distinguished share. On the glorious 1st June, the Defence was the first vessel that cut through the enemy's line, passing

she was soon capable of making such sail as to preserve her distance; the Revolutionnaire was at the same time observed about a mile and a half to windward, totally dismasted. The weather being thick and hazy, Captain Parker soon lost sight of the enemy; and as the Audacious was in too disabled a state to give him hopes of rejoining the Commander-in-Chief, he bore away for the Channel, and arrived safely at Plymouth.

On the 29th May, a partial engagement took place between the hostile fleets, in which some of the enemy's ships were much crippled, and the advantage of the weather-gage obtained by the British. Thick foggy weather prevented any operations on either side for the two following days: at intervals the fleets were in sight of each other, and not many miles distant.

At day-break on the 1st June, the French fleet was descried on the lee bow, consisting of twenty-six line-of-battle ships, mounting 2158 guns, (the whole of whom, excepting one or two, appeared complete in their masts and rigging,) six frigates and corvettes. The force under Earl Howe was at this time composed of twenty-five ships of the line *,

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* FIRST RATES.

Queen Charlotte..... Admiral Earl Howe, who on this occasion wore the Union at the main.
First Captain, Sir Roger Curtis.
Second..... Sir And. Snape Douglas.

Royal George..... Admiral Sir Alex. Hood.
Captain William Domett.

Royal Sovereign..... Admiral Thomas Graves.
Captain Henry Nicholls.

SECOND RATES.

Barfleur..... Rear-Admiral George Bowyer.
Captain Cuthbert Collingwood.

Glory..... John Elphinstone.

Impregnable..... Rear-Admiral Ben. Caldwell.
Captain George B. Westcott.

Queen..... Rear-Admiral Alan Gardner.
Captain John Hutt.

THIRD RATES.

Cæsar..... Captain Anthony J. P. Molloy.
Gibraltar.....Thomas Mackenzie.
Brunswick .....John Harvey.
Valiant.....Thomas Pringle.
Leviathan .....Lord Hugh Seymour.
Alfred .....John Bazely.

between the seventh and eighth ships. She had successively three or four ships engaging her; the men being almost from

mounting 2098 guns, seven frigates, one brig, one hospital-ship, one fire-vessel, and two cutters. At half past seven A. M., his Lordship made the signal to bear up, and for each ship to engage her opponent in the enemy's line, who seemed to wait for the attack with great resolution. In a short time, a most tremendous cannonade commenced from van to rear, which raged with unceasing fury for about an hour. The enemy's line having been forced through in several places, they began to give way; their Admiral, Villaret Joyeuse, in the Montagne, of 120 guns, on board of which ship was the Conventional Deputy Jean Bon Saint André, vigorously attacked by the Queen Charlotte, bore up in great confusion, and was followed by all those of his ships which were able to carry sail, leaving the rest which were crippled, at the mercy of their enemies. Upon the clearing up of the smoke, twelve French vessels were seen, some totally dismasted, and others with only one mast standing, endeavouring to make off under their spritsails. Seven of these were taken possession of; one, le Vengeur, of 74 guns, sunk before the whole of her crew could be taken out, not more than 213 of whom were saved. A distant and irregular firing was continued at intervals between the fugitive and British ships, till about four P. M.; the French Admiral by this time had collected most of his remaining vessels, and steered off to the eastward.

The loss sustained by the British in these battles, amounted to 290 men killed, and 858 wounded. Captain Montagu was the only officer of his rank who was slain. Rear-Admirals Bowyer and Pasley, and Captain Hutt, had each a leg, and Captain John Harvey an arm amputated. The latter died a few days after his arrival at Portsmouth. The killed on board the enemy's ships which were captured, amounted to 690, wounded 580, exclusive of about 320 lost in le Vengeur when she sunk; and the total loss sustained by the republican fleet, must have been at least double, if not treble that amount.

Bellerophon	Rear-Admiral Thomas Pasley. Captain William Hope.
Culloden	Isaac Schomberg.
Defence	James Gambier.
Invincible	Hon. Thomas Pakenham.
Majestic	Charles Cotton.
Marlborough	Hon. G. C. Berkeley.
Montagu	James Montagu.
Orion	John Thomas Duckworth.
Ramillies	Henry Harvey.
Russell	John Willet Payne.
Thunderer	Albemarle Bertie.
Tremendous	James Pigott.

the first divided at their quarters to fight both sides at once; her masts were all shot away; the main-mast fell in-board, and the whole of the quarter-deck and forecastle guns were

On the 11th June, Earl Howe entered the Channel with the prizes * in tow; and two days after arrived at Spithead with part of his fleet, and the trophies of his victory, having ordered a detachment under Admiral Graves to put into Plymouth. On the 26th, their late Majesties arrived at Portsmouth, and went on board the Queen Charlotte. The King held a levee, and presented the veteran Chief with a diamond hilt sword, valued at 3000 guineas, also a gold chain with a medal suspended, to be worn round the neck. The royal party dined with his Lordship, and in the evening returned on shore.

Earl Howe in his public despatches, made particular mention of the following officers. His Majesty on the 30th Nov. 1796, was pleased to order a gold medal emblematical of the victory, to be presented to each, to be worn round the neck by the Admirals, suspended from a gold chain; and by the Captains attached to a blue and white ribbon through the third and fourth button-holes, on the left side. Admirals Graves and Sir Alexander Hood, Rear-Admirals Bowyer, Gardner, and Pasley. Captains Lord Hugh Seymour, Sir Roger Curtis, Sir A. S. Douglas, James Gambier, Hon. Thomas Pakenham, Hon. George Berkeley, John Harvey, Henry Harvey, Thomas Pringle, J. W. Payne, William Parker, I. T. Duckworth, Henry Nicholls, John Elphinstone, and William Hope †.

His Majesty's approbation of the conduct and bravery of the officers and men in the above actions was also made known in public orders, together with the thanks of both houses of parliament.

A most liberal subscription was opened for the relief of the wounded officers, seamen, and marines; and also the widows and children of those who so gloriously fell on these days in the service of their king and country. The city of London subscribed 500*l*. The Corporation of the Trinity House gave 200 guineas; and the cities of Edinburgh and Dublin also contributed very liberally.

As a further mark of encouragement and favour to the fleet, the legislature repealed the duty of five *per cent.* on prize ships, as far as relates to ships of war, or privateers taken from the enemy.

	Guns.
* Sans Pareil	84
Juste	84
Amérique	78
Impétueux	78
Northumberland	78
Achille	78

† We have reason to believe that Captain William Domett also received a medal, though his name does not appear in the above list.

rendered useless. The loss she sustained on that and the preceding days, amounted to 18 men killed and 39 wounded.

A general promotion followed this important victory, on which occasion Captain Gambier was nominated a Colonel of Marines; and on the 1st June, 1795, he was advanced to the rank of Rear-Admiral. About the same time, we find him holding a seat at the Board of Admiralty, in which office he continued until the month of February, 1801, when he was appointed third in command in the Channel Fleet, and hoisted his flag on board the Neptune, of 98 guns.

In the spring of 1802, our officer proceeded to Newfoundland, as Governor of that island, and Commander-in-Chief of the squadron employed for its protection. About May 1804, he resumed his seat at the Admiralty, and continued there under the two naval administrations of Viscount Melville and Lord Barham, until the change of ministry that took place on the demise of that great statesman, the Right Hon. William Pitt, in the month of Feb. 1806. On the 14th April, 1807, Admiral Gambier was again appointed to assist in the direction of naval affairs, under Lord Mulgrave; and in the following summer was entrusted with the command of a fleet sent to demand possession of the Danish navy; a measure rendered absolutely necessary by the perfidious counsels and conduct of the French government, through whose machinations, powers which had hitherto been neutral, were induced to join her already formidable host of enemies.

The first division of the armament sailed from England on the 26th July, and the second on the 29th; the whole arrived off Wibeck, a village situated about midway between Elsineur and Copenhagen, on the evening of the 15th Aug. where the army, under Lieutenant-General Lord Cathcart, was disembarked without the smallest opposition; and on the following day the joint commanders issued the following proclamation:

"Whereas the present treaties of peace, and the changes of government and of territory, acceded to by so many foreign powers, have so far increased the influence of France on the continent of Europe, as to render it impossible for Denmark, though its desires to be neutral, to preserve its neutrality, and absolutely necessary for those who continue to resist French

aggression, to take measures to prevent the arms of a neutral power from being turned against them :

" In this view, the King cannot regard the present position of Denmark with indifference; and his Majesty has sent negotiators with ample powers, to his Danish Majesty, to request, in the most amicable manner, such explanations as the times require, and a concurrence in such measures as can alone give security against the farther mischiefs which the French meditate, through the acquisition of the Danish Navy.

" The King, our royal and most gracious master, has therefore judged it expedient to desire the temporary deposit of the Danish ships of the line, in one of his Majesty's ports.

" This deposit seems to be so just, and so indispensably necessary, under the relative circumstances of the neutral and belligerent powers, that his Majesty has farther deemed it a duty to himself and to his people, to support the demand by a powerful fleet, and by an army amply supplied with every preparation necessary for the most determined and active enterprize.

" We come therefore to your shores, inhabitants of Zealand ! not as enemies, but in self-defence, to prevent those who have so long disturbed the peace of Europe, from compelling the force of your navy to be turned against us.

" We ask deposit, we have not looked to capture; so far from it, the most solemn pledge has been offered to your government, and is hereby renewed in the name, and at the express command of the King, our master, that if our demand be amicably acceded to, every ship belonging to Denmark shall, at the conclusion of a general peace, be restored to her, in the same condition and state of equipment, as when received under the protection of the British flag.

" It is in the power of your government, by a word, to sheath our swords, most reluctantly drawn against you; but if, on the other hand, the machinations of France render you deaf to the voice of reason and the call of friendship, the innocent blood that will be spilt, and the horror of a besieged and bombarded capital, must fall on your own heads, and on those of your cruel advisers.

" His Majesty's seamen and soldiers, when on shore, will treat Zealand, as long as your conduct to them permits it, on

the footing of a province of the most friendly power in alliance with Great Britain, whose territory has the misfortune to be the theatre of war.

" The persons of all those who remain at home, and who do not take an hostile part, will be held sacred.

" Property will be respected and preserved, and the most severe discipline will be enforced.

" Every article of supply furnished or brought to market, will be paid for at a fair and settled price ; but as immediate and constant supplies, especially of provision, forage, fuel and transports, are necessary to all armies, it is well known, that requisitions are unavoidable, and must be enforced.

" Much convenience will arise to the inhabitants, and much confusion and loss to them will be prevented, if persons in authority are found in the several districts, to whom requisitions may be addressed, and through whom claims for payment may be settled and liquidated.

" If such persons are appointed, and discharge their duty, without meddling in matters which do not concern them, they shall be respected, and all requisitions shall be addressed to them, through the proper channels, and departments of the navy and army; but as forbearance on the part of the inhabitants is essential to the principle of these arrangements, it is necessary that all manner of civil persons should remain at their respective habitations, and any peasants, or other persons, found in arms, singly, or in small troops, or who may be guilty of any act of violence, must expect to be treated with rigour.

" The government of his Danish Majesty having hitherto refused to treat this matter in an amicable way, part of the army has been disembarked, and the whole force has assumed a warlike attitude ; but it is as yet not too late for the voice of reason and moderation to be heard.

" Given in the Sound, under our hands and seals, this 16th day of August, 1807.

" I. GAMBIER.
" CATHCART.

" Commanders in Chief of his Majesty's forces by sea " and land employed in the expedition."

On the same day the Commandant of Copenhagen issued the following proclamation: "Hostilities having commenced, I herewith command, in consequence of the order of the King, that all British property shall be sequestered, and that every one, who is in possession of English money or property of any kind, shall announce it to the police, who will carry the necessary measures into execution. Every one, who does not act according to this order, shall be regarded as a traitor to the country."

After some ineffectual attempts of the Danes to annoy the left wing of the army, by the fire of their gun-boats, and to impede its progress by sallies, which were always repulsed with loss, the city of Copenhagen was closely invested on the land side. The fleet removing to an advanced anchorage, formed an impenetrable blockade by sea.

On the 2nd Sept. the British Commanders summoned the Danish General for the last time to surrender the ships of war on the before mentioned conditions, and in an amicable manner, repeating, that the horrors of a bombardment would be the immediate consequences of a refusal, and that it must fall on the head of those, in whose power it was to avert the evil by a single word. General Peymann persisting in his refusal, the mortar-batteries which had been erected by the army in the several positions they had taken around Copenhagen, together with the bomb-vessels, which were placed in convenient situations, opened their fire with such power and effect, that in a short time the town was set on fire, and was kept in flames in different places till the evening of the 5th, when a considerable part of it being consumed, and the conflagration having arrived at a great height, threatening the speedy destruction of the whole city, the enemy sent out a flag of truce, desiring an armistice, to afford time to treat for a capitulation. After some correspondence had passed between General Peymann, Admiral Gambier, and Lord Cathcart, certain articles were agreed upon; by which all the Danish ships and vessels of war, consisting of nineteen sail of the line *, twenty-three frigates and sloops, and twenty-

* Two of the line-of-battle ships and two frigates were destroyed, being unserviceable.

five gun-boats, with the stores in the arsenal, were to be delivered up. This great object was attained with very trifling loss on the part of the British. During the whole of the siege the number of killed, wounded, and missing, of both services, did not exceed 259 men.

Admiral Gambier immediately began fitting out the ships that filled the spacious basins where they were laid up in ordinary, and at the expiration of the term limited in the capitulation, they were all, together with the stores, timber, and every article of naval equipment found in the arsenal and storehouses, conveyed to England, where, with the exception of one line-of-battle ship, that grounded on the isle of Huen, and was destroyed, they arrived safely in the latter end of the month of October.

The intended hostility of Denmark against this country, is beyond a doubt; consequently, though the sacrifice of human blood which occurred is to be lamented, not the slightest sentiment of commiseration for the Danish government can be entertained. So cordial was the friendship of the Crown Prince towards Buonaparte, and so anxiously did he anticipate his wishes, that he actually issued orders for the destruction of the Danish fleet, rather than it should fall into the hands of the English. Fortunately, however, those orders were intercepted. Nothing could more strikingly evince the chagrin and disappointment which Buonaparte sustained by this measure, than the strictures of the *Moniteur*, and of other continental papers under the influence of France.

For the able manner in which Admiral Gambier had conducted the above expedition, the dignity of a Baron of the United Kingdom was conferred upon him soon after his return *; and in the spring of 1808, he was appointed to the command of the Channel Fleet, on which occasion he vacated his seat at the Admiralty.

* On the 28th Jan. 1808, the thanks of both Houses of Parliament were voted to the naval and military commanders, officers, seamen, &c. employed in the late expedition to the Baltic. Lord Hawkesbury proposed the resolutions to this effect in the House of Lords, and Lord Castlereagh in the Commons. The motion was opposed in both houses, simply on the ground, that the enterprize was not of such a nature as to merit

During the period this officer resided at the Admiralty, he suggested the plan upon which the Plantagenet, a 74-gun ship, was built. She was launched at Woolwich, Oct. 23, 1801, and considered by judges of naval architecture to be of singularly fine mould, and exquisite proportions. Being without a poop, she passed at a distance for a large frigate. He also, with much labour and close attention, compiled a code of signals for the Navy; no regular one authorized by the Admiralty having been established since the very imperfect Sailing and Fighting Instructions issued by the Duke of York, afterwards James II. In that code the Admiral inserted the list of the ships of the Navy, with numbers against their names,—an invention of his own, for the purpose of their making themselves known to each other at sea and on other occasions; with several improvements in the signals and evolutions. He also drew up the 'General Instructions' for the direction and guidance of officers in the internal discipline and government of the King's ships, with the duty of every officer clearly pointed out. This was a work greatly needed, as the old instructions had become obsolete and almost useless, being very deficient and confused.

Nothing material occurred until the month of April, 1809, when a detachment of his Lordship's fleet, preceded by some fire-ships, attacked a French squadron at their anchorage in Aix Roads, and succeeded in destroying the Ville de Varsovie, of 80 guns, Tonnerre and Aquilon, of 74 guns each, and the Calcutta, of 56 guns; several others, from getting on shore, if not rendered altogether unserviceable, were at least disabled for a considerable time *.

A difference of opinion respecting the practicability of destroying the remainder of the enemy's squadron was productive of a serious misunderstanding between the Commander-in-Chief and Lord Cochrane, who had had the direction of the fire-ships; which terminated in a court martial held on the

the proposed honours, for the officers by whom it was accomplished. The policy of the measure was not taken into discussion. The motion was carried without a division in the Lords; in the Commons the proposer had a majority of 100 against 19.

* L'Indienne, frigate, was afterwards burnt by her crew.

noble Admiral, at his own request, to enquire into his conduct when in presence of the enemy.

The court assembled on board the Gladiator, at Portsmouth, July 26, 1809, and continued by adjournments till Aug. 9, when the following sentence was pronounced :

" The Court agree, that the charge, ' That Admiral the Right Hon. Lord Gambier, on the 12th April, the enemy's ships being then on fire, and the signal having been made that they could be destroyed, did, for a considerable time, neglect or delay taking effectual measures for destroying them,' has not been proved against the said Right Hon. Lord Gambier; but that his Lordship's conduct on that occasion, as well as his general conduct and proceedings as Commander-in-Chief of the Channel Fleet, employed in Basque Roads, between the 17th March and the 29th April, 1809, was marked by zeal, judgment, and ability, and an anxious attention to the welfare of his Majesty's service, and do adjudge HIM TO BE MOST HONOURABLY ACQUITTED; and the said Admiral the Right Hon. Lord Gambier is hereby most honourably acquitted accordingly."

The President, Sir Roger Curtis, then desired his Lordship's sword to be handed to him, which he returned to him, with the following address : " Admiral Lord Gambier, I have peculiar pleasure in receiving the command of the Court to return you your sword, in the fullest conviction, that, as you have hitherto done, you will on all future ocasions use it for the honour and advantage of your country, and to your own personal honour. Having so far obeyed the command of the Court, I beg you will permit me in my individual capacity, to express to you the high gratification I have upon this occasion."

To this honourable acquittal was added the thanks of both Houses of Parliament. The Lord Chancellor, in conveying those of the Peers, passed a great encomium upon the life and services of the noble Admiral, and concluded by testifying his personal respect.

Lord Gambier retained the command of the Channel Fleet until 1811, when the system of relieving Admirals from their stations, at the expiration of three years, which was enforced by the Right Hon. Charles Yorke, on his accession to the

Admiralty department, subjected his Lordship to resign a station that is at once the most honourable, and the most important, at the disposal of the Board.

On the 30th July, 1814, Lord Gambier was nominated the head of a commission for negociating a treaty of peace with the plenipotentiaries duly authorized for that purpose on the part of the United States of America. The first meeting took place at Ghent on the 8th of the following month; and the preliminaries of peace were signed at the same place on the 24th Dec., and ratified at Washington, Feb. 17, 1815.

On the 7th June following, his Lordship was honoured with the insignia of a G. C. B. He married in July, 1788, Louisa, second daughter of Daniel Mathew, of Felix-hall, co. Essex, Esq.

A portrait of his Lordship, by Beechy, was exhibited at the Royal Academy, in 1809.

Residence.—Iver, co. Bucks.

SIR CHARLES MORICE POLE, BART.

Admiral of the Red; M. P. for Plymouth; a Groom of the Bed-chamber to H. R. H. the Duke of Clarence; Knight Grand Cross of the most honourable Military Order of the Bath; a Vice-President of the Naval Charitable Society; and Fellow of the Royal Society.

THREE families of the name of Pole have obtained the honour of Baronetage; viz. the Poles of Shute, in Devonshire; the Poles of Walthamstow, in Essex; and the subject of the following memoir, who is a junior branch of the first-mentioned Poles, and derives his descent from Sir John Pole, the third Baronet of that line, who married Anne, youngest daughter of Sir William Morice, of Werington, co. Devon, Knt., one of the Secretaries of State to King Charles II. by whom he had four sons; the youngest of whom, Carolus, Rector of St. Breock, in Cornwall, married Sarah, eldest daughter of Jonathan Rashleigh, of Menabilly, in the same county, Esq., and left issue two sons and one daughter.

Reginald Pole, of Stoke Damarell, co. Devon, Esq., the

eldest son, married Anne, second daughter of John Francis Buller, of Morvall, in Cornwall, Esq. by whom he had three sons and two daughters: viz. 1. Reginald*; 2. Charles Morice, born at Stoke Damarell, co. Devon, Jan. 18, 1757; and 3. Edward, who is married, and has issue. The daughters were; Anne, who married Charles, the first Lord Somers; and Sarah, who married Henry Hippisley Coxe, of Stone Easton, in Somersetshire, Esq. and died without issue.

Charles Morice Pole, the second son, being intended for the sea service, and having received a suitable education at that excellent institution the Royal Naval College, at Portsmouth, embarked as a Midshipman, with Captain Locker, the late Lieutenant-Governor of Greenwich Hospital †, in the Thames frigate, in 1772: he afterwards served in the Salisbury, of 50 guns, with Sir Edward Hughes, whom he accompanied to the East Indies; where he received his promotion to a Lieutenancy in the Seahorse frigate, from which ship he was removed into the Rippon, bearing the broad pendant of Commodore Vernon, and was engaged in the indecisive actions fought between that officer and Mons. Tranjolly ‡. He was also employed in the command of a body of seamen and marines, at the siege of Pondicherry, the capital of the

* Some years since, this gentleman added the name of Carew to that of his own, pursuant to the will of Sir Coventry Carew, of Anthony, in Cornwall; and he also represented the boroughs of Fowey and Lostwithiel, in several successive parliaments, until he was appointed one of the auditors of public accompts; which office he relinquished, at the general election in 1802, when he was again returned for Fowey. In the following year, he was appointed Under Secretary of State for the home department, which he resigned on the termination of Mr. Addington's administration, in 1804; and, in 1805, he was sworn a privy counsellor. He married, in 1784, Jemima, only daughter and heiress of the Hon. John Yorke, fourth son of Philip, first Earl of Hardwicke, then Lord-High-Chancellor of Great Britain, by Elizabeth, only daughter of Reginald Lygon, of Madresfield, in the county of Worcester, Esq. father of the present Lord Beauchamp.

† Lieutenant-Governor Locker died Dec. 26, 1800. This gentleman was the nautical tutor of the late Lord Nelson, who loved him with the sincere affection of a friend, revered him as a foster parent, and seized with avidity every possible opportunity of publicly declaring he was indebted for the honours he had been fortunate in acquiring, to the instructions and knowledge he had received from this good and gallant man.

‡ See p. 57.

French settlements on the continent of Asia; on the surrender of which important place, Oct. 17, 1778, being advanced to the rank of Commander, in the Cormorant sloop, he returned home with Sir Edward Vernon's despatches; and, on the 22d Mar. 1779, ten days after his arrival, obtaining a post commission, was appointed Captain to the late Admiral Darby, in the Channel Fleet. In 1780, he was nominated to the command of the Hussar, of 28 guns; but this ship, in entering the passage of what is termed Hell-Gates, in North America, was thrown on the Pot-rock, by the unskilfulness of her pilot, and totally lost, the officers and people, except one, being all saved. As no blame whatever could be imputed to Captain Pole, in this accident, he was immediately charged with Vice-Admiral Arbuthnot's despatches to the Admiralty; and, soon after his arrival in England, received an appointment to the Success, of 32 guns, and 220 men, in which frigate, Mar. 16, 1782, being in company with a store-ship then under his convoy, he fell in with, engaged, and took, after a severe action of two hours and twenty minutes, the Santa Catalina, of 34 guns and 316 men, 38 of whom were killed and wounded. In this affair, much bravery and seamanship were displayed; and what rendered the victory still more satisfactory, it was achieved with the loss of only one man slain and four wounded, on the part of the British.

From the disabled state of the prize, she having only her foremast standing, but small hopes were entertained of being able to conduct her to port; notwithstanding which Captain Pole was making every exertion to get her in a fit state to proceed, as well as to repair the damages sustained by the Success in her masts, yards, and sails, when, at day-light on the 18th, six strangers appeared in sight, part of whom approached to reconnoitre; whereupon, seeing that it was impossible to prevent the Santa Catalina falling into the hands of the supposed enemy, he withdrew his officers and men, and set her on fire, by which means she was totally destroyed. The strange vessels afterwards proved to be the Apollo and Cerberus, British frigates, with four transports under their convoy *.

* The Santa Catalina was the largest frigate at that time in the Spanish service. The following were her dimensions:—length of the keel, 138

During the peace which commenced in 1783, Captain Pole commanded the Crown, guard-ship; and, upon occasion of the Spanish armament, in 1790, was appointed to the Melampus, a 36-gun frigate, employed in watching the progress of any equipments which might take place in the port of Brest, with a view of seconding the efforts of the Court of Madrid. In the succeeding year, we find him in the Illustrious, of 74 guns; and about the same period he was nominated a Groom of the Bed-chamber to H. R. H. the Duke of Clarence *.

On the commencement of the war with the French republic, in 1793, Captain Pole's services were too valuable to be passed unnoticed; and he was, accordingly, appointed to the command of the Colossus, another third rate, and accompanied Vice-Admiral Hotham to the Mediterranean, from which station he returned to England after the evacuation of Toulon by the allied forces. He was advanced to the rank of Rear-Admiral, June 1, 1795.

Our officer, after serving for some time in the Channel Fleet, sailed for the West Indies, with his flag in the Colossus, as second in command to the late Sir Hugh C. Christian, and took an able part in the various important services on which the squadron under that officer's orders was employed †. Im-

feet 11 inches; of the deck, 151 feet 10 inches; extreme breadth, 39 feet 4 inches; height of the middle port, when victualled for four months, 8 feet.

Captain Pole's friend, the gallant Nelson, on perusing the unassuming manner in which the Commander of the Success spoke of this action in his official letter, observed (when writing to their former patron, Captain Locker), "I am exceedingly happy at Charles Pole's success. In his seamanship he shewed himself as superior to the Don as in his gallantry, and no man in the world was ever so modest in his account of it." And afterwards, in another letter to the same gentleman, Captain Nelson added,—*Never was there a young man who bore his own merits with so much modesty; I esteem him as a brother.*

* In which capacity Sir Charles attended the funeral of his late Majesty.

† On the 16th Nov. 1795, Rear-Admirals Christian and Pole sailed from St. Helen's, with a squadron of men of war, and upwards of 200 sail of West Indiamen and transports, on board of which were embarked 16,000 troops, destined to act against the French and Dutch colonies. The late period of the season to which this expedition had been protracted occasioned the most disastrous result. On the second night after they sailed, the

mediately on his return to Europe he was nominated to the distinguished station of First Captain in the Grand Fleet, where he continued to serve during the whole of the period that Lord Bridport held the chief command; hoisting his flag at times during his Lordship's absence; and the arrangements made by him for the discipline, health, and support of the fleet, did him the greatest credit, and gave general satisfaction. On the 27th June, 1799, Lord Bridport struck his flag, and Rear-Admiral Pole put to sea in the Royal George, accompanied by a fire-ship, three bombs, and several smaller vessels. On the 1st July, he joined Rear-Admiral Berkeley's squadron off the Isle of Rhé, and the next day proceeded to attack five Spanish line-of-battle ships, which had taken shelter under the protection of the batteries on that island, and a floating mortar battery moored in the passage between a shoal and the Isle of Oleron. The squadron having anchored in Basque Road, the bombs took their stations under cover of the frigates commanded by Captain, now Sir Richard G. Keats, and opened their fire upon the enemy's ships, which was continued with great briskness for three hours, but with no effect, the Spaniards being at too great a distance. The batteries from the Isle of Aix, during this time, kept up an incessant cannonade. The wind dying away, and the enemy having brought forward several gun-

wind shifted to the westward, and blew a violent gale, which dispersed the fleet: many of the ships put into Torbay, others into Portland, and some returned to Portsmouth. Several of the merchantmen and transports foundered, and many lives were lost.

Early in the following month, another attempt was made to get clear of the Channel; but the fleet was again separated in a dreadful storm, which continued with unabated fury for several weeks. Some of the vessels taking shelter in the Cove of Cork, were enabled to sail from thence on the 25th Feb. 1796, under the protection of Captain, now Admiral, George Bowen, of the Canada 74; but Sir Hugh Christian did not sail with the ships he had collected at Spithead until the 20th of the following month. Rear-Admiral Pole, who had been obliged, in consequence of the damage sustained by the Colossus, to remove his flag into the Carnatic, another ship of the same force, sailed for his original destination on the 12th April, and arrived at the Leeward Islands in the course of the ensuing month. He returned to England with Sir Hugh C. Christian (who had been superseded by Rear-Admiral Harvey) in the Beaulieu frigate, towards the latter end of the same year.

boats, Rear-Admiral Pole called off the ships engaged, got under weigh, and stood to sea, fully convinced that fire-ships alone could have been brought forward with any reasonable prospect of success.

On the Rear-Admiral's return from the above service, the approbation of his conduct by the Board of Admiralty was marked by his appointment to be Commander-in-Chief and Governor of Newfoundland, to which station he proceeded in the Agincourt, of 64 guns; but on the indisposition, and urgent desire of Lord Nelson to be recalled from the Baltic, he was appointed to relieve his early friend in that important command, during the summer of 1801. On the first day of that year he had been advanced to the rank of Vice-Admiral.

To succeed such an officer as the heroic Nelson, and at so critical a moment, was a duty which they who know how his Lordship was regarded can best appreciate; and no one in the Navy knew him better, or loved him with greater sincerity, than his successor; whose good fortune it was, by prudence and sagacity, to disperse every remnant of the northern confederacy, which had taken place under the auspices of Paul I., and to complete the work which his Lordship had so ably commenced *. In returning from that station, the Vice-Admiral detached a part of his fleet, under the command of Sir T. Graves, through the Sound; whilst he himself determined to make the experiment of passing the Great Belt, with nine sail of the line, which he accomplished in the most satisfactory manner, his flag-ship, the St. George, of 98 guns, leading; and as the wind was adverse, his ships were under the necessity of working through, by which means that Channel, which had never before been passed by line-of-battle ships, was effectually explored, thereby fully establishing, for the first time, the importance and practicability of this navigation, which has since been of advantage to our operations in those seas.

Vice-Admiral Pole was next appointed to the command of the squadron off Cadiz; whither he immediately repaired in the St. George, and remained watching that port until the

* For the particulars of the attack made upon the Danish line of defence before Copenhagen, April 2, 1801, see Sir THOMAS FOLEY, Vice-Admiral of the Red.

suspension of hostilities at the latter end of the year enabled him to return to England. During his absence he was raised to the dignity of a Baronet of Great Britain, by patent, dated Sept. 12, 1801.

At the general election, in the following year, Sir Charles M. Pole was chosen representative in Parliament for the borough of Newark-upon-Trent; and soon after nominated Chairman of the Board appointed to inquire into the abuses in the civil department of the Navy, and other branches of public expenditure, the duties of which office he continued to perform until the month of February 1806, when he was called to a seat at the Admiralty; from which he retired in October following, in consequence of the change in the administration which took place at that period.

The limits of this work will not admit of our entering at length into the parliamentary services of officers *. We must therefore content ourselves with observing, that during the whole of his senatorial life, Sir Charles M. Pole has never omitted to embrace every opportunity of rendering service to the naval profession, whether as it related to the seamen and marines, or the officers generally; and that the conduct of himself and his colleagues in the commission of Naval Inquiry, was approved by a vote of the House of Commons, which was communicated to them by the Speaker in a most handsome manner.

* For information on this head respecting Sir Charles M. Pole, the reader is referred to a Work entitled "Public Characters," v. 8, p. 567, *et seq.*; also to the "Naval Chronicle," v. 21, p. 271, *et seq.* In July, 1803, Sir Charles brought in a Bill for transferring to the Directors of Greenwich Hospital, the administration of the Chest of Chatham. In the course of some explanations, he animadverted on the hardship of the case of a poor disabled sailor who had lost his limbs in the service of his county, and yet was obliged to repair 200 or 300 miles to receive his miserable pittance! By the provisions of this Bill the Pensioners of the Chest were enabled to receive their pay at their own homes, as had been recommended by the Commissioners of Naval Inquiry; and the pay of this suffering and meritorious class of men was augmented from seven to eighteen pounds per annum.

On the second reading of the Prize Agents' Bill, our officer stated that his friend Sir Charles Danvers, out of 163,000*l.* received for thirty-one captures, had paid 51,000*l.* expences in the Prize Courts, besides a charge of 50,000*l.* to agents.

In consequence of the decisive victory obtained off Cape Trafalgar, Oct. 21, 1805, a general promotion took place on the 9th of the following month, and our officer on that occasion became a full Admiral. He was nominated a G. C. B. Feb. 20, 1818. He has been M. P. for Plymouth ever since the general election in 1807.

Sir Charles married, June 8, 1792, Henrietta, third daughter of John Goddard, formerly of Rotterdam, and late of Woodford-Hall, co. Essex, Esq., and niece of Henry Hope, Esq. the great Amsterdam merchant. His daughter married, Aug. 9, 1822, William Stuart, Esq. M. P., son of the Lord Primate of Ireland *.

Country seat.—Aldenham Abbey, near Watford, co. Herts.

Town residence.—18, Upper Harley Street.

* The office called the Chest at Chatham, since removed to Greenwich, (alluded to in the preceding Note) was established by Queen Elizabeth, about the year 1588, when many seamen being hurt and maimed in the service against the Spaniards, petitioned her Majesty for relief, who directed the Lord High Admiral to take their petition into consideration; in consequence of which, with the advice of the four principal officers of the navy, and by the consent of the inferior officers and seamen, it was agreed that a deduction of sixpence per month should be made out of their pay for this charitable institution; upon which basis it has stood ever since, without any considerable variation. When any of the pensioners recover from their hurts, or are admitted into Greenwich Hospital, their pensions cease. The revenues of the chest arising from the rents and interest of stock, are very considerable.

WILLIAM SWINEY, ESQ.

Admiral of the Red.

This officer was promoted to the rank of Post-Captain, May 2, 1779, and commanded the Royal Oak, of 74 guns, bearing the flag of Vice-Admiral Arbuthnot, when that officer encountered M. de Ternay, off Cape Henry, March 16, 1781 *, on which occasion the Royal Oak had three men wounded. Captain Swiney afterwards commanded the Assurance, of 44 guns, on the New York station, under the orders of Admiral Digby. He was advanced to the rank of Rear-Admiral, Feb. 20, 1797; Vice-Admiral, Jan. 1st, 1801; and Admiral, April 28th, 1808. He is, we believe, a brother of Sidney Swiney, Esq., Purser, R. N. His sister was married to the late Sir B. Turner, whom she survived.

CHARLES EDMUND NUGENT, Esq.

Admiral of the Red.

Sir Gilbert de Nugent, with his brethren and relations, accompanied Hugh de Lacie in the expedition to Ireland, in the reign of Henry II, when that kingdom became first subject to the English crown. On this occasion Sir Hugh gave his sister, Rosa, to Sir Gilbert in marriage, with the Barony of Delvin, in the county of Meath, to him and his heirs; from whom descended Richard, tenth Lord Delvin, and first Earl of Westmeath †, the immediate ancestor of the subject of this memoir.

Mr. Charles Edmund Nugent was born about the year 1760; and entered the naval service at an early age in the Scorpion sloop, commanded by Captain G. K. Elphinstone, now Viscount Keith, in which vessel he remained till the year 1774.

* See p. 40.

† The present representative of this family was created a Marquis in January, 1822.

Towards the latter end of 1777, he was appointed third Lieutenant of the Bristol, of 50 guns, bearing the broad pendant of Sir Peter Parker, who sailed from Portsmouth, on the 26th Dec., with a squadron of ships of war, and a fleet of transports, having on board a large body of troops, under the command of Earl Cornwallis, destined for an attack on Charlestown, in South America.

Early in May Sir Peter arrived off Cape Fear, where he was joined by General Clinton, and a reinforcement of military. It was the beginning of June before the fleet crossed the bar, having been delayed a considerable time in bringing the heavy ships to an easy draught of water: it was then found necessary, before they could advance higher up, to possess themselves of Sullivan's Island, which lay about six miles below the town, and was strongly fortified. The Americans had long exerted their utmost ability and ingenuity to put this place in a formidable state of defence; they had expended considerable sums of money in the erection of fortifications; and it was garrisoned by 300 men. On the morning of the 28th June, the General and Commodore having finally settled their plan, the Thunder-bomb took her station, covered by an armed ship, and began to throw shells into the fort; at the same time the Bristol, Experiment, and Solebay, brought up and opened a most furious cannonade. The Sphynx, Syren, and Actæon, owing to the unskilfulness of their pilots in coming up to their stations, ran upon some shoals and stuck fast: the two first were with much difficulty hauled off, but not until it was too late for them to be of any service. It being found impossible to save the Actæon, she was ordered to be scuttled and burnt.

The springs of the Bristol's cables being cut by the shot, she lay for some time exposed to a dreadful raking fire. Captain Morris, her commander *, was severely wounded in several places, notwithstanding which he refused to quit the deck, until a shot took off his arm, when he was obliged to be carried below, and soon after expired. The firmness with which the enemy stood to their guns, added to their constant and deliberate fire, made great havock on board the ships. The Bristol's quarter-deck was once entirely cleared, except-

* Father of the present Vice-Admiral Sir James Nicoll Morris.

ing the Commodore, who, together with all under his command, displayed the most intrepid courage and resolution. Unfortunately, the army under General Clinton all this time remained inactive, not having been able to cross that part of the river which the guides had represented as fordable. Upon the approach of night, Sir Peter Parker finding all hopes of success at an end, called off his shattered ships before the ebb tide was too far spent, and retired out of reach of the enemy's shot. In this dreadful cannonade, which continued above ten hours, the Bristol had 111 men killed and wounded.

The high opinion which Commodore Parker entertained of Lieutenant Nugent's exertions during the attack upon Sullivan's Island, is handsomely expressed in his official despatches on that occasion, from which we make the following extract :— "Lieutenants Caulfield, Molloy, and Nugent, were the Lieutenants of the Bristol in the action; they behaved so remarkably well, that it is impossible to say to whom the preference is due."

After this failure, the fleet repassed the bar, and proceeded to New York, in the reduction of which town * Lieutenant Nugent was again actively engaged. On the 11th Dec., in the same year, Sir Peter Parker and General Clinton were sent to reduce Rhode Island. On the approach of the squadron, the Americans abandoned their strong posts, and the island was taken possession of without the loss of a man.

This was the last service of importance in which our officer was engaged during his stay on the American station. In the spring of 1778, he was made a Commander, and on the 2nd May 1779, promoted to the rank of Post Captain in the Pomona, of 28 guns, stationed at Jamaica, under the orders of Sir Peter Parker, who had by this time attained the rank of Vice-Admiral.

In the autumn of 1779, the bay men on the Musquito shore, and in the bay of Honduras, being in great danger of an attack from the Spaniards, who had landed at St. George's Quay, the inhabitants of which they plundered and treated with great cruelty, Sir Peter despatched the Porcupine sloop to co-operate with a detachment of troops sent from Jamaica for their protection. About the same time the Hon. Captain

* See Retired Captain Sir ANDREW S. HAMOND.

Luttrell was detached with the Charon, of 44 guns, the Pomona and Lowestoffe frigates, and Racehorse schooner, for the purpose of intercepting some register ships, in the bay of Dulce. They took shelter, however, under the strong fortress of St Fernando de Omoa. It fortunately happened that Captain Luttrell fell in with the Porcupine, and the troops that had accompanied her, returning; they having performed the service on which they had been sent, and entirely driven the Spaniards from that part of the coast. It was now agreed between the naval and military Commanders, to unite their forces, and to proceed immediately to the attack of Fort Omoa. On the 15th Oct. they arrived before the place, and landed the troops, marines, &c., which together did not exceed 600 men. As any thing like a regular siege would have proved destructive to the enterprise, from the strength of the fort, and from the assailants not having any heavy artillery, it was determined to carry the place by a *coup de main*. Every requisite measure was promptly prepared for this bold attempt; and, on the night of the 19th, a general attack took place by signal on the sea and land side. The fort having been carried by storm with very little resistance, the shipping in the harbour were immediately taken possession of, and proved to be of great value, their cargoes being estimated at three millions of dollars. Two hundred and fifty quintals of quicksilver were also found in the fort.

Previous to the capture of this important place, which is the key to the bay of Honduras, and where the Spaniards send their register ships and treasure from Guatimala in time of war, Captain Nugent was despatched by Commodore Luttrell to procure pilots at St. George's Quay, with orders to leave the Pomona at anchor, at Quay Boquel, and to proceed in the Racehorse schooner. On anchoring as directed, he perceived a brig of 14 guns at anchor, with English colours flying. He immediately put off in his boat, to proceed to the Quay; but it being now dark, he was soon surrounded by a number of Spanish launches, and a schooner of 8 guns, that had been concealed under the lee of the brig, which it now appeared had been taken and was aground. Having secured Captain Nugent and his men, the enemy proceeded to board the Racehorse; which vessel, however, having been

alarmed at their firing at the boat, gave them so warm a reception, that four of the launches were sunk, and the remainder, with the schooner, obliged to sheer off with great slaughter. The Racehorse then returned to Quay Boquel, to alarm the Pomona. In the mean time Captain Nugent was stripped to his shirt, and subjected to every indignity; he was taken on shore, where there was a platform, with a guard before it; and it subsequently appeared, that the Governor of Bacular, a town of the province of Yucatan, who headed the expedition against the logwood cutters, had given orders to execute all who made resistance. From this fate Captain Nugent with difficulty escaped, by explaining, that he was the Commander of a British frigate. Himself and boat's crew were then conducted to prison. In the morning, soon after sun-rise, he was told by one of the towns-people, that the Spaniards were retiring in great consternation; and on breaking from his confinement, found a number of the inhabitants collected together, many of them armed, and the enemy making the best of their way from the island. In such haste were they to get off, that they suffered several of their men to be taken prisoners, although one or two of their boats were just putting off from the shore, and the Pomona, which was coming from Quay Boquel, was at least three leagues off.

Captain Nugent then launched his boat and retook the brig which he fitted out previous to his departure for the rendezvous appointed by Commodore Luttrell, and put 11 men in her, with arms and ammunition for several more, that she might be completed in her crew by the inhabitants of the town, for whose protection she was left, in case of the return of the Spaniards. By this means most of the negroes from the settlements up the rivers Belez, Sherboon, &c., and as much of the property of the inhabitants as could be collected together, were embarked in the different craft in the settlement, and conveyed to the Island of Rattan, where they settled during the continuance of the war. Three hundred of these bay-men were assembled at that island, and served at the capture of Omoa, where they rendered essential service.

Captain Nugent remained on the Jamaica station until the summer of 1782, when he returned to England with Sir Peter

Parker. In the following year he was chosen representative in Parliament for the town of Buckingham. When the war commenced against the French Republic *, he was appointed to the Veteran of 64 guns; and towards the latter end of the same year, accompanied the expedition sent against the French West India islands †. Immediately after the surrender of Guadaloupe, where Captain Nugent particularly distinguished himself in the command of a naval battalion landed to co-operate with the army, he was sent home with the despatches relative to the conquests that had been effected by the British arms. In the letter from Sir John Jervis, he is thus mentioned:—"Captain Nugent, who carries this despatch, will recite many parts of the detail, which, in the various operations I had to concert, have escaped my memory. He served with the naval battalions at Martinique, St. Lucia, and Guadaloupe, and was present at many of the most important strokes." Captain Nugent also received the thanks of the military Commander-in-Chief, Sir Charles Grey, in public orders.

From the spring of 1795, until his promotion to the rank of Rear-Admiral, which took place Feb. 20, 1797, our officer commanded the Cæsar, of 80 guns, and was employed principally in the Channel Fleet. On the 1st Jan. 1801, he became a Vice-Admiral; and in the summer of 1805, when the late gallant Cornwallis assumed the chief command off Brest, he was selected by that officer to serve as his first Captain.

At the public funeral of the hero of Trafalgar, Vice-Admiral Nugent assisted in the procession. He was advanced to the rank of full Admiral, April 28, 1808. His only child married, in 1822, G. Bankes, Esq. M. P.

Residence.—Southampton.

* See Note at p. 18. † See p. 19.

CHARLES POWELL HAMILTON, Esq.

Admiral of the Red.

This officer obtained Post rank May 18, 1779, and commanded the Apollo frigate, at the close of the American war. In 1793, he was appointed to the Canada of 74 guns. On the 6th Nov., in the following year, that ship, in company with the Alexander, of the same force, commanded by the late Sir Richard Rodney Bligh, having escorted the Lisbon and Mediterranean convoys to a certain distance, and being on their return to port, fell in with a French squadron under Rear-Admiral Neuilly. By the superior sailing of the Canada, Captain Hamilton, after sustaining a running fight with two ships of the line and a frigate, was enabled to effect his escape; but the Alexander had the misfortune to be captured, after a most gallant defence of three hours duration, against thrice her own force *.

Some time after the above event, Captain Hamilton removed into the Prince, of 98 guns, and was attached to Lord Bridport's fleet, when that nobleman took two French line-of-battle ships, and recaptured the Alexander, off l'Orient, June 23, 1795 †. On this occasion, however, the Prince was not fortunate enough to get into action.

Our officer was promoted to the rank of Rear-Admiral, Feb. 20, 1797; Vice-Admiral, Jan. 1, 1801; and full Admiral, April 28, 1808.

His son married, in March, 1805, to a daughter of the late Judge Hyde.

Residence.—Fir-Hill, Hants.

* See Commander James Godench.

† See Admiral Sir William Domett.

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JOHN HOLLOWAY, Esq.

Admiral of the Red.

This officer was born at Wells, in Somersetshire, the present residence of his family. During the year 1760, when he was about 13, he was sent on board the Antelope, of 50 guns, Captain Webb; and in the following year, sailed in her to Newfoundland, with Captain (the late Lord) Graves, who had recently been appointed Governor of the island, and Commander-in-Chief of the naval force on that station. Mr. Holloway then served for two years under Sir Hugh Palliser, and also, with a view of promotion, embarked with Admiral Durell; but that officer dying soon after his arrival in America, our Midshipman was, in 1768, taken under the patronage of Commodore, afterwards Viscount, Hood, in the Romney.

Mr. Holloway was advanced to the rank of Lieutenant in the year 1771; and soon after appointed to the Marlborough, of 74 guns, stationed as a guard-ship at Portsmouth, and commanded by Captain Hood. On the breaking out of the colonial war, he removed into the Perseus frigate, Captain G. K. Elphinstone, now Viscount Keith. The Perseus was an active ship, and Lieutenant Holloway remained in her one year. He was afterwards received by Commodore (the late Lord) Hotham, on board the Preston, of 50 guns; and was First Lieutenant of that ship in 1778, when attached to Earl Howe's squadron in America, at the time M. d' Estaing anchored with a powerful fleet, having on board a large body of troops, off Shrewsbury inlet, about four miles from Sandy Hook, where his Lordship had moored his ships in the best order for defence, should the French Admiral attempt to force his passage over the bar *.

* Upon the appearance of the enemy, 1000 volunteers from the transports immediately offered their services to man the King's ships; and such was the ardour among these brave fellows, that even many of those who it was necessary should remain to take care of their respective vessels, were found concealed in the boats which were employed to convey their fortunate companions on board the men of war. The zeal displayed by the masters and mates of the merchant vessels at New York,

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On the 22nd July, the French fleet weighed, and proceeded to Rhode Island, off which place Lord Howe made his appearance, Aug. 9, and the day following M. d'Estaing put to sea, with a fresh breeze from the N. E., and bore down on the British squadron. Lord Howe edged away to draw the enemy off the land, in hopes of being able to gain the advantage of the wind; but it still continued adverse. On the 12th, he was resolved to risk an action, notwithstanding the great superiority of their force: for this purpose he drew his ships into the order of battle, and shortened sail. In order to conduct the manœuvres of the squadron, Lord Howe quitted the Eagle, (leaving his flag flying in that ship) and went on board the Apollo frigate. Scarcely were the rival forces arranged in the order of battle, and in momentary expectation of commencing a desperate action, when the wind began to blow with great violence, which soon increased to a dreadful storm. The next day only seven of Lord Howe's ships were with him. The Apollo having lost her fore mast, he went on board the Phœnix, and steered for New York.

On the evening of the 13th, the Renown, of 50 guns, Captain Dawson, discovered the Languedoc, of 80 guns, (the French Admiral's ship) at anchor, and totally dismasted. Captain Dawson made his attack with great skill and bravery; but the night being extremely dark and tempestuous, he ceased firing, and continued near her with a view of renewing the action the next morning; at day-break, to his great mortification, several of the French ships hove in sight, and bore down to the relief of their distressed Admiral. On the same night the Preston crossed the Tonnant, of 80 guns, with

was equally meritorious; they earnestly solicited employment, and chearfully took their stations at the guns, and assisted in all other duties of a common sailor. Others put to sea in light vessels, to watch the motions of the enemy, and performed various essential services. One in particular, with a noble disinterestedness, offered to convert his vessel, which was the whole of his fortune, into a fire-ship, to be conducted by himself. The public spirit, zeal, and bravery, were not less conspicuous among the troops, who contended the point of honour to serve as marines on board the fleet; it was at length decided by lot, which fell to the share of the light infantry and grenadiers. The British squadron lay in this situation for several days, with the continual mortification of seeing vessels captured, without a possibility of affording them relief.

only her main mast standing, and immediately attacked her. The engagement lasted for some hours: a great many of the Tonnant's men were killed; and if the firing had not brought a part of the French squadron to her relief, there is no doubt she would have been compelled to surrender to so inferior a force.

Towards the latter end of the same year, Commodore Hotham was sent to Barbadoes, with a reinforcement for Rear-Admiral Barrington's squadron, and having under his escort a body of 5000 troops, destined for the reduction of St. Lucia *. Some time after the conquest of that island, Lieutenant Holloway removed with his patron into the Vengeance, of 74 guns; but soon left that ship to join the Princess Royal, a second rate, bearing the flag of Admiral Parker, who made him a Commander. On the 23rd Jan. 1780, he was advanced to the rank of Post-Captain, and on that occasion returned to the Vengeance, still carrying the broad pendant of Commodore Hotham, in which ship he was present at the different encounters between Sir George B. Rodney and M. de Guichen, in the ensuing spring †.

* Commodore Hotham formed a junction with Rear-Admiral Barrington, Dec. 10, 1778, and on the 13th of the same month, the armament arrived off St. Lucia. The army was immediately landed in different parts of the Grand Cul de Sac, but had not been long in the possession of that part of the island, before M. d'Estaing made his appearance with twelve sail of the line, having on board 9,000 troops. Rear-Admiral Barrington ordered the transports to be warped close in shore, and moored his squadron, consisting of five ships of the line, two fifties, and three frigates, with so much skill and judgment as to baffle the repeated attacks of the enemy. On the 15th, the French commander made two desperate efforts to obtain his object; but the determined coolness, resolution, and bravery of the officers and men of the King's ships, supported by a steady and well-directed fire from the batteries on shore, compelled him to stand to sea. The next day the French fleet were observed working to windward, and in the evening it anchored off Gros Islet. The enemy's troops having effected a landing, made several attempts to carry the batteries, in all of which they were repulsed, as well as in the field, with a dreadful slaughter. Finding every endeavour to recover the island ineffectual, they re-embarked, and left the conquerors in quiet possession.

† On the 27th March, 1780, Sir George Rodney, then in Gros Islet Bay, received intelligence that the French Admiral de Guichen, with twenty-three sail of the line and eight frigates, had just retired into Fort Royal Bay, Martinique, after having for several days paraded in sight of

In the month of September following, when Sir George Rodney sailed for North America, the command at the Lee-

St. Lucia. Sir George hastened the equipment of his ships, and on the 2d April, proceeded off Fort Royal with his whole force, consisting of twenty ships of the line, one of 50 guns, and three frigates, and continued there for two days, offering the enemy battle. As M. de Guichen did not choose to venture out, notwithstanding his superior numbers, Sir George left a squadron to watch his motions, and returned with the remainder to the anchorage in Gros Islet Bay.

In the night of the 15th, the French fleet put to sea; on the 16th, they were discovered in the N. W., and Sir George immediately pursued them. Night coming on, the British ships were formed into a line of battle a-head, keeping sight of the enemy, who by his manœuvres evidently wished to avoid a battle. In the morning of the 17th, the wind favoured the British fleet, so as to give them the advantage of the weather gage. At $11^h\ 50'$, Sir George made the signal for every ship to bear down, steer for, and closely engage her opponent in the enemy's line. At one P. M. the action began, and soon became general, which continued with great obstinacy until $4^h\ 15'$, when M. de Guichen, in the Couronne, with his seconds, the Triomphant and Fendant, were forced out of the line and bore away; this example of the French Admiral was soon followed by the whole of his fleet. The crippled state of the British ships rendered pursuit impracticable.

Every exertion was used to put the fleet in order, to go in quest of the enemy. On the 20th, Sir George again got sight of, and chaced them for three successive days, without effect; their great object seemed to have been to push for Fort Royal Bay, where alone they could obtain the necessary repairs; but M. de Guichen finding it impossible to succeed without the risk of a second action, took shelter under Guadaloupe. The British put into Chocque Bay, St. Lucia, to refit, water, and land their wounded.

On the 6th May, Sir George Rodney was informed that the French fleet had left Guadaloupe, and were approaching to windward of Martinique. He directly put to sea, and on the 10th, discovered them about three leagues to windward. M. de Guichen studiously avoided coming to a general action; but sensible of his superiority in point of sailing to the British, frequently bore down in line a-breast; and then brought to the wind at a little more than random shot distance. The British Admiral, mortified at not having it in his power to force the enemy to battle, on the 15th directed his fleet by signal to make all sail possible by the wind; this manœuvre led the French Commander to think he was retiring, and emboldened him to approach much nearer than usual. Sir George Rodney suffered him to enjoy the deception, until the enemy's van ship had approached abreast of the centre of the English line, when by a lucky change of wind, which would enable him to weather the enemy, he made the signal for the van of his own fleet to tack. The French instantly wore, and fled with a croud of sail, notwithstanding which they

ward Islands devolved on Commodore Hotham. On the night of the 10th Oct., there arose a hurricane at N. E. which increased by the morning to a degree of violence that is not to be described. The Vengeance, and some smaller vessels of war, were moored within the Careenage of St. Lucia, and prepared with every caution that could be taken to withstand the tempest, which had already driven several transports on shore. A little after twelve o'clock she parted one of her cables, and tailed upon the rocks. It now became absolutely requisite to cut away her masts, the loss of which, with the help of a number of guns that were got forward, considerably eased the force with which she struck; and by the wind fortunately shifting two or three points further to the eastward, her stern swung into deep water, and she was, beyond every expectation, saved; for it now blew, if possible, with redoubled violence, and nothing was to be seen or expected but ruin, desolation, and destruction in every part. The storm con-

would have been forced to fight, had not the wind on a sudden shifted six points, which enabled them to recover that advantage. At seven P. M. Captain Bowyer, in the Albion, reached the centre of the enemy's line, and commenced a heavy cannonade, supported by the Conqueror and the rest of the van; but as the enemy continued under a press of sail, none of the rest of the British fleet could partake in the action.

From this time to the 19th, the enemy had the advantage of the wind; on that day it so far favoured the British fleet, as to flatter the Admiral with the hope of being able to bring on a general action; but before he could close with the enemy, it again changed.

The French Admiral, seeing that his rear could not escape being engaged, appeared to have taken the resolution of risking a general action; for as soon as his van had weathered the British, he bore away along their line to windward, and commenced a heavy cannonade, but at such a distance as to do little execution; the Frenchmen could not however avoid being closely attacked by the ships of the van led by Commodore Hotham. The enemy continued under a press of sail to the northward; and on the 21st were entirely out of sight. The pursuit having led the fleet 40 leagues to windward of Martinique, and many of the ships requiring considerable repair, the Admiral steered for Barbadoes, and arrived on the 22nd in Carlisle Bay.

The loss sustained by the English in these three actions was 188 killed, and 567 wounded. In the first list was the Hon. Captain St. John, of the Intrepid, and 5 officers; and in the last Captain Watson, of the Conqueror, mortally, and fifteen officers. The enemy had 158 slain, and 820 wounded.

tinued with incredible vehemence during the whole day; but the weather, about midnight, became more moderate, and by the next morning the wind was totally abated. The direction of the hurricane was from N. N. E. to E. S. E., and it lasted twenty-nine hours.

The Laurel, Andromeda, and Blanche frigates, Scarborough, of 20 guns, and four sloops of war, were entirely lost, and of their crews not more than 48 men were saved. Of the remainder of the squadron on that station not one escaped without considerable damage; and the French ships suffered in equal proportion.

The Vengeance sailed for England in the spring of 1781, with another line-of-battle ship, and three frigates, as convoy to a fleet of thirty-four ships, richly laden, chiefly Dutch, which had been captured at St. Eustatia; and on the 2d May, falling in with a French squadron of six sail of the line besides frigates, under the command of M. de la Mothe Piquet, the utmost skill and dexterity were necessary, to effect an escape. Owing, however, to the judicious measures which Commodore Hotham immediately adopted, and to the able assistance of Captain Holloway, he preserved his own squadron, and saved the greater part of the merchant vessels; the remainder, of considerable value, fell into the hands of the enemy. On the 29th June, the Vengeance arrived at Spithead, and was immediately put out of commission.

After a short relaxation from the fatigues of service, Captain Holloway was appointed to the command of the Cambridge, of 80 guns, and went off the Texel with Lord Howe. He was next removed into the Buffalo, of 60 guns, attached to the fleet under the same Admiral, which, on the 11th Sept. 1782, sailed for the relief of Gibraltar. On the 11th Oct. the convoy entered the Gut; but the wind blowing strong from W. N. W. only four of the transports, under the care of the Latona frigate, reached their destined anchorage that day; the rest passed into the Mediterranean. The combined fleets of France and Spain, consisting of eighty sail of pendants, standing out of the bay, on the 13th, Lord Howe, then off Marbella, ordered Captain Holloway to take the store-ships under his protection, and proceed with them to the Zaffarine

Isles, or L'Oriston, in Sardinia, in case he should be driven past Cape Tres Forcas, and to use his own judgment for bringing them back to relieve the besieged fortress. Two days after the Buffalo had parted from the British fleet, she fell in with four of the enemy's ships, that had come out of Malaga to join the combined fleets, and narrowly escaped being captured by them. One vessel was taken at midnight, not a mile from the Buffalo; but from the darkness of the night, and being close to the Barbary coast, the rest escaped *. Captain Holloway then resolved to remain in that situation until the wind should become fair. On the fifth or sixth day, he again came in sight of the British fleet at anchor. When Lord Howe was informed that the Buffalo and her charge were approaching, and was congratulated by one of his officers on the event, he replied, "*The Captain of the Buffalo has done his duty.*"

Nauticus Junior, the anonymous author of the *Naval Atlantis*, published in 1789, in drawing the character of Captain Holloway, has been very severe on Earl Howe for selecting the Buffalo on this occasion: "It must *first* be mentioned," says he, "that the Buffalo had for a long time been stationed as a flag ship in the Downs, on account of her being considered as unfit for sea. Secondly, that she was badly manned, and therefore selected by that admirable officer, Lord Howe, as a proper ship to take charge of a convoy of store-ships destined for the relief of a distressed garrison; and thirdly, placed as the last ship in the rear division of that fleet, which Great Britain had thought fit to entrust to his Lordship's charge. By his judicious conduct, Captain Holloway, who, with his convoy, were driven up the Mediterranean by a violent gale of wind and separated from the fleet, happily regained the rock, and he saw his store-ships, &c. into the garrison †. This service performed, the Buffalo took her station in the rear division of the fleet, commanded by Vice-Admiral Milbanke, and during the action that took place, was

* The captured transport had on board the wives and baggage of the two regiments which were embarked in the fleet, as a reinforcement for the garrison: her capture greatly distressed those corps, and their brethren on the rock heartily condoled with them.

† See p. 17.

for a long time so pointed an object for the enemy's heavy ships, that they had nearly sunk her." It is well known that the centre of the combined fleets was opposed to the rear of the British; and the Santissima Trinidada, of 130 guns, supported by two French three-deckers, was opposite to the Buffalo, when the Spaniard opened his fire: Captain Holloway, however, by keeping close to the ship a-head, maintained his station until the action ceased. In this unequal conflict, the Buffalo had 6 men killed and 16 wounded.

On Captain Holloway's return to England, he was appointed to the Vigilant; but peace taking place soon after, that vessel was paid off, and he continued without any other command for a considerable time; but was at length appointed to the Solebay frigate, and proceeded to the Leeward Islands, where he served under the orders of the late Lord Nelson, at that time Captain of the Boreas, between whom and Captain Holloway a friendship soon commenced, and was ever afterwards maintained *.

During the Spanish and Russian armaments, in 1790 and 1791, Captain Holloway commanded the Princess Royal, of 98 guns, bearing the flag of his former patron, Vice-Admiral Hotham; and at the commencement of the war with France, in 1793, when that officer went to the Mediterranean, as second in command under Lord Hood, Captain Holloway accompanied him in the Britannia, of 100 guns. The opera-

* Whilst Admiral Holloway remained unemployed in 1803, he received the following letter from Lord Nelson, dated off Toulon, August, 22.

"My dear Holloway,

"Your letter, by Mr. Taylor, I received from Admiral Campbell, Mr. Taylor being gone to Malta, a place probably I shall never see during my command. However, I shall be happy in shewing every attention to your recommendation. I am sorry you are not employed, but I think it must come at last; for, as you observe, your nerves are good, and your head I never heard disputed. The Narcissus not having joined, I have not had an opportunity of seeing your nephew Lyons. Your son-in-law, Captain Otway, will get a ship, and I hope his Culloden: and that you may both be soon actively employed, is the sincere wish of, my dear Holloway,

"Your obliged and faithful friend,

"Nelson and Bronte."

tions at Toulon during that year will be found detailed in our memoirs of Viscount Keith, Lord Radstock, &c. *

When Lord Hood returned to England, towards the close of 1794, Admiral Hotham succeeded him in the chief command, and appointed his long-tried follower Captain of the Fleet, in which situation he gave general satisfaction. During the period of Admiral Hotham's command, two engagements took place with the French fleet. The first was on the 14th March, 1795 : an account thereof will be found in our sketch of Sir Davidge Gould's services. The Commander-in-Chief, in his official letter to the Admiralty on that occasion, after a general commendation of the officers in his fleet, concluded with saying, "It is, however, an act of justice, to express the sense I entertain of the services of Captain Holloway, of the Britannia: during a long friendship with that officer, I have had repeated proofs of his personal and professional talents ; and on this recent demand for experience and information, his zeal afforded me the most beneficial and satisfactory assistance."

The second action was fought on the 13th July following ; the particulars thereof will be found in our memoir of Admiral Sir John Sutton. For these services, Admiral Hotham was raised to the dignity of an Irish Peer, and at the end of the year returned to England, being superseded by Sir John Jervis. Subsequently to this latter event, Captain Holloway was appointed to the Duke, a second rate, and from her removed into the St. George, of 98 guns, attached to the Channel Fleet. He commanded the former ship during the alarming mutiny that raged among the crews of the ships at Spithead, in May 1797, and was one of the officers who, from their strict adherence to discipline, were turned on shore by those malcontents †. His services as a Captain ended in the St. George. On the 14th Feb. 1799, he was advanced to the rank of Rear-Admiral, and it was not long before he hoisted his flag as assistant Port-Admiral at Portsmouth, where he continued until the suspension of hostilities in 1801.

Soon after the renewal of the war, in 1803, the Rear-Admiral

* See pp. 46, 60, &c.

† See Vice-Admiral E. Griffith Colpoys.

was again sent to his former tedious duty at the above port, and on his arrival was welcomed by the inhabitants with a hearty peal on the bells, so highly was he respected. In the course of the same year, he made a survey of the adjacent coast; and in consequence of his representations, three ships, of 98 guns each, were stationed at Lymington, St. Helens, and the mouth of Southampton River, to guard the Isle of Wight in case the enemy should fulfil their threats of invasion.

Our officer was promoted to the rank of Vice-Admiral, April 23, 1804, and about the same period hoisted his flag in the Downs, under the orders of Lord Keith. In 1807, he was constituted Governor of Newfoundland, and Commander-in-Chief on that station; an appointment in which he displayed his wonted ability; and endeavoured, by every means, to conciliate the affections of such of the Indians as lived on the island.

Previous to the Vice-Admiral's final departure from that settlement, in Oct. 1809, he received a letter from the society of merchants there, containing sentiments of veneration and esteem for his person and character, and expressions of gratitude for the facilities afforded them upon all occasions in the prosecution of their commerce.

The subject of the foregoing memoir was raised to the rank of Admiral of the Blue, Oct. 25, 1809. He married previous to his departure from the West Indies, in 1781, to a lady of Antigua, named Waldron, of an old English family. Of his children, one, a son, died on board the Narcissus, on the passage from Leghorn to Palermo. He was only thirteen years of age, four and a half of which he had actually served at sea, and was on board the Venerable, of 74 guns, Captain Samuel Hood, in Sir James Saumarez's actions, July 6 and 13, 1801. The Admiral's eldest daughter is the lady of Rear-Admiral R. W. Otway *.

* See note at p. 108.

GEORGE WILSON, Esq.

Admiral of the Red.

We find no mention of this officer previous to Feb. 1780, on the first day of which month he attained the rank of Post-Captain. In Jan. 1782, he commanded the Eurydice, of 28 guns, attached to the squadron under Sir Samuel Hood, when that officer was attacked at the anchorage at Basse Terre, in the island of St. Christopher's, by the Count de Grasse*. The Eurydice was one of the four frigates that covered the landing of the British troops after the repulse of the French fleet; and was afterwards present in the actions of April 9 and 12, when the Count de Grasse was defeated and taken prisoner by Sir George Rodney†.

Immediately subsequent to the above glorious event, Captain Wilson was appointed to the command of the Fame, of 74 guns, and ordered to cruize off Hispaniola, with Sir Samuel Hood, to watch the beaten enemy's motions. He continued in the same ship on the Leeward Island station until after the conclusion of the American war.

During the Spanish and Russian armaments, in 1790 and 1791, Captain Wilson commanded the Inconstant of 36 guns; but in consequence of the settlement of the disputes with the Courts of Madrid and St. Petersburgh, that frigate was put out of commission in the autumn of the latter year.

In 1793, when the war began with France, our officer was appointed to the Bellona, of 74 guns, and for some time served in the Channel Fleet, under Earl Howe. On the 13th Oct. 1794, he sailed from Plymouth for the West Indies, in company with Vice-Admiral Caldwell, and arrived at Martinique on the 14th of the following month.

On the 5th Jan. 1795, Captain Wilson, being on a cruize off the island of Deseada, in company with the Alarm frigate, fell in with a fleet of French transports, escorted by two frigates and three armed ships, one of which, the Duras, of 20

* See Retired Captain, J. N. Inglefield, and p. 34.

† See note * at p. 35, *et seq.*

guns and 70 men, having on board 400 troops, was taken. In the course of the same month, the Bellona captured la Duquesne French frigate, of 44 guns; several of the enemy's privateers likewise fell into Captain Wilson's hands during his stay on that station.

Previous to his return to Europe our officer assisted at the reduction of Trinidad by the forces under Rear-Admiral Harvey and Lieutenant-General Sir Ralph Abercromby; and was also present at the unsuccessful attack made upon Porto Rico by the same commanders *. On his arrival in England,

* Towards the latter end of June, 1796, Rear-Admiral Henry Harvey arrived at Martinique, and relieved Sir Hugh C. Christian in the command of the fleet employed in that quarter; but nothing of importance occurred until Feb. 1797, when the Rear-Admiral, in conjunction with Sir Ralph Abercromby, determined on the reduction of Trinidad. For this purpose, on the 12th of that month, the troops destined for the expedition were embarked on board the ships of war and transports, and sailed from Fort Royal Bay. On the 14th, the armament arrived at the island of Cariacou, one of the Grenadines, where they were joined by the men of war and transports which had been ordered to rendezvous at that place. The next day the fleet proceeded to its destination; on the 16th it came within sight of Trinidad, and stood towards the Gulph of Paria. At half past three P. M. a Spanish squadron was discovered at anchor in Shagaramus Bay, consisting of four sail of the line and one frigate, under the flag of a Rear-Admiral. As the day was far advanced before the fleet approached the bay, and the enemy appeared in force in Gasparaux island; the Arethusa, Thorn, and Zebra, were ordered to proceed a little further up the Gulph, and anchor with all the transports, while the Alarm, Favorite, and Victorieuse, were directed to continue under sail during the night, to prevent any vessels sailing from Port Espagne. Just before dark Rear-Admiral Harvey anchored with the ships of the line, in order of battle, opposite the enemy's squadron, within random shot of their ships and batteries. At two o'clock in the morning of the 17th, the Spanish squadron was discovered to be on fire, and all of them were consumed excepting one, which, at day light, was brought out by the boats of the fleet without receiving any damage.

Sir Ralph Abercromby immediately landed with a large body of troops; the superintendence of this service was entrusted to Captain, now Vice-Admiral, Wolley, of the Arethusa, covered by the Favorite sloop, and took possession of the town without opposition. On the next day the Governor desired to capitulate for the whole island. The articles were agreed to, and in the evening the Spanish troops laid down their arms, and the whole colony submitted to his Britannic Majesty.

The success which had attended the British arms at Trinidad, induced

about the latter end of 1797, he was again ordered to join the Channel Fleet, in which service he continued to be employed until his advancement to the rank of Rear-Admiral, Feb. 14, 1799. The dates of his subsequent promotions are, Vice-Admiral, April 23, 1804; and Admiral, Oct. 25, 1809. He married, Aug. 22, 1801, Miss Catharine Pollard, of Ewell, Surrey.

SIR CHARLES HENRY KNOWLES, BART.

Admiral of the Red; Knight Grand Cross of the most honourable Military Order of the Bath.

THIS family is descended from Sir Thomas Knowles, who attended Richard I. in his wars to the Holy Land, where that Prince, in consideration of the many signal marks of Sir Thomas's valour, granted him those arms which his family now bears; which are nearly the same as the Jerusalem arms, differing only in some few particulars.

The subject of this memoir is the only son of the late Sir Charles Knowles, Bart., Admiral of the Blue, and Rear-Admiral of the Navies and Seas of Great Britain; formerly Governor of Jamaica, and afterwards Chief President of the Admiralty, and one of the Council to the Empress Catharine,

Rear-Admiral Harvey and Lieut.-Gen. Abercromby, to attempt the reduction also of Porto Rico; and having made every necessary arrangement for the security of Trinidad, they proceeded with the greater part of the fleet and army to this island. On the 17th April they made Porto Rico, and came to anchor at Congrejos Point. The next morning the troops were disembarked in a small bay on the north side of the island, meeting with little opposition from about 100 of the enemy, who soon retired. On approaching the town, however, it was found too strongly fortified, and too actively defended by gun-boats and other craft, to admit of any hope of success. After bombarding the town for some days, and endeavouring to destroy a magazine which was situated near it, but without any visible effect, on the 30th the General gave up the enterprize, re-embarked his troops, and retired with the loss of about 200 men.

of Russia*, by his second wife, Maria-Magdalena-Theresa Bouquet, a lady of an old Lorraine family.

Our officer succeeded his father in the Baronetcy, Dec. 9, 1777; and attained the rank of Post-Captain, Feb. 2, 1780. In the same year, we find him commanding the Porcupine, a small frigate, on the Mediterranean station, where he was not long without an opportunity of distinguishing himself.

On the 22d July, in the same year, Sir Charles H. Knowles, being on a cruize on the coast of Valencia, at 4 A. M., saw two sail a-head, standing for the Porcupine. As the day advanced, he perceived they were Spanish ships, polacre rigged. About six o'clock, being within gun-shot, they hoisted their colours, and fired a gun to leeward; about eight minutes after Sir Charles gave the headmost vessel a broadside. A spirited action commenced, and was kept up until 7h 20′, at which time the enemy sheered off. The largest ship carried 26 or 28 nine-pounders, and the smallest 22 or 24 guns of the same calibre; they were both full of men. A third vessel approaching, and the Porcupine being within half a mile of the Colebres Rocks, she made sail to the eastward; the enemy shortly after wore in pursuit. At 10h 10′, another action began between the Porcupine and her former antagonists, which lasted until 11h 30′, at which time they again hauled off, and did not afterwards attempt to renew the fight. In this unequal conflict the British ship had only four men wounded, and received but little damage.

Towards the conclusion of the American war, we find Sir Charles commanding the San Miguel, of 72 guns†, and em-

* Sir Charles Knowles returned from Russia overwhelmed with ingratitude. He was particularly skilful in the science of building ships; and as an officer, repeatedly distinguished himself, especially on the expedition against La Guira, in 1743. Dr. Smollet, the English historian, was originally a loblolly boy on board Sir Charles's ship, and received his first appointment, as surgeon's mate, from that officer, who in many instances behaved towards him with paternal kindness, for which he made the most ungrateful return. Admiral Knowles was the first person who ever attempted to carry a ship of the line into English Harbour, Antigua.

† The San Miguel originally formed part of the vast armament employed in the blockade of Gibraltar; but being driven from her anchor during a violent gale of wind, on the night of Oct. 10, 1782, and finding it impossible to weather the rock, she surrendered to the garrison on a few guns being fired from one of the batteries.

ployed as senior officer of the naval force stationed at Gibraltar; to the garrison of which place he afforded the greatest assistance, by his active co-operation in repelling the oft-repeated attacks made by the enemy with a view of regaining possession of that important fortress *. He sailed from thence on his return to England, March 22, 1783.

A few weeks after the commencement of hostilities against the French Republic†, our officer commissioned the Dædalus, of 32 guns, in which frigate he proceeded to North America. In the early part of 1794, the Dædalus, on her passage to Halifax, received considerable damage, and sprung her main and mizen-masts, which obliged Sir Charles to put into Norfolk, in Virginia, where he took in new masts, and was about to sail, when a French squadron arrived, and blocked him up. On the 20th April the enemy put to sea with a large fleet of merchantmen, bound to France, leaving only the Clorinde frigate, and a corvette of 16 guns. Sir Charles was now determined to proceed to Halifax, and was making every arrange-

* The close of the year 1777, when the news of the convention of Saratoga first arrived in Europe, was the period which the Spaniards embraced to introduce themselves into the dispute then existing between Great Britain on the one hand, and her revolted colonies, aided by France, on the other. Hostilities had been carried on for near six months between England and France: Spain therefore judged the opportunity favourable to offer her mediation, proposing such an arrangement as she must be assured would not be agreeable to the principal belligerent powers. Great Britain had no sooner refused her acquiescence, than the Court of Madrid espoused the cause of France; and, on June 16, 1779, the Spanish Ambassador presented to the Court of London his hostile manifesto. On the 21st of the same month, the communication between Spain and Gibraltar was closed by an order from Madrid. It was not long before the inhabitants and garrison were reduced to great distress, by reason of the strictness of the blockade established by the enemy; and, notwithstanding the supplies thrown in at different times by Sir George B. Rodney, Vice-Admiral Darby, and Earl Howe, as already mentioned at pp. 3, 4, and 17, they continued from the same cause, and the destruction of the town by repeated bombardments, to suffer the greatest privations, experiencing, during a period of THREE YEARS, SEVEN MONTHS, and TWELVE DAYS, (that is, from the commencement of the blockade to the cessation of arms,) a continued series of watchfulness and fatigue, the horrors of famine, and every harassing and vexatious mode of attack which a powerful, obstinate, and revengeful enemy could devise.

† See note at page 18.

ment to get under sail, and engage the French ships, should they attempt to molest him, when, on the morning of the 17th May, he was joined by the Terpsichore, of 32 guns, commanded by the late gallant Captain R. Bowen, who afterwards fell at Teneriffe *. Notwithstanding this accession of force, the French Commander shewed a disposition to follow the frigates, and bring them to action. Sir Charles Knowles stood off from Cape Henry four or five miles, and then hove to; upon which the Concorde tacked, and returned to her anchorage.

The Dædalus returned to England in the following summer, and Sir Charles was shortly after appointed to the Edgar, of 74 guns, stationed in the North Sea. From that ship he removed into the Goliath, of the same force, and was present in her at the memorable battle off Cape St. Vincent, Feb. 14, 1797 †; on which occasion the Goliath had 8 men wounded, and her Commander, in common with the other Captains, was afterwards honoured with a gold medal. In the same year he assisted at the solemn procession to St. Paul's, when the colours taken from the enemy in the different naval actions were deposited in that cathedral ‡.

Our officer was advanced to the rank of Rear-Admiral, Feb. 14, 1799; Vice-Admiral, April 23, 1804; and Admiral, July 31, 1810. On May 20, 1820, he was created an extra G. C. B.§. He married Sept. 10, 1800, Charlotte, daughter of Charles Johnstone, of Ludlow, Esq.

Residence.—Lovell-Hill, near Windsor, co. Berks.

* Brother of the present Commissioner Bowen. See Retired Captains.

† See p. 21, *et seq.* ‡ See p. 62.

§ At that date four extra G. C. B.'s, and six K. C. B.'s, were added to the Order of the Bath, in contemplation of his present Majesty's coronation, which, however, did not take place until the 19th July in the following year.

HON. SIR THOMAS PAKENHAM,

Admiral of the Red; Knight Grand Cross of the most Honourable Military Order of the Bath.

THE Pakenhams are an ancient English family, originally seated at Pakenham, co. Suffolk; from whence they removed to Lordington, in Sussex, where Sir Hugh died, in the time of Henry VII. His daughter, Anne, married to Sir William Sydney, was mother of Sir Henry, who went to Ireland as Lord Lieutenant, in 1576, accompanied by his cousin Edmund Pakenham, the immediate ancestor of Thomas, first Lord Longford, father of the subject of this memoir, and grandfather of the present Earl of Longford, and of the Duchess of Wellington.

Sir Thomas Pakenham, of whose services we are about to present a brief sketch, is the fourth and only surviving son of the above-mentioned nobleman, who was raised to the Peerage in right of his wife, Elizabeth, sole heiress of Michael Cuffee, Esq., nephew and heir of Ambrose Aungier, Earl of Longford, which lady was created Countess of Longford subsequent to her lord's demise.

Our officer was born in the year 1757; went to sea at an early age, and was advanced to the rank of Post-Captain, March 2, 1780. In the following year we find him commanding the Crescent, of 28 guns; in which frigate he accompanied Admiral Darby to the relief of Gibraltar*; and was afterwards sent to Minorca. On his return from thence, in company with the Flora, Captain Williams (now Admiral Freeman), he fell in with two Dutch frigates, and a sharp contest ensued. Captain Pakenham losing his main and mizen-masts, whereby his guns were rendered useless, was compelled to strike his colours; but Captain Williams more fortunate, subdued his opponent, and prevented the enemy from taking possession of the Crescent. In this unequal conflict†, the latter ship had 26 men killed, and 67 wounded.

* See p. 4, and note ‡ at p. 33. † See p. 33.

About three weeks after the above action, the same officers fell in with two large French frigates, and being unable to cope with them, separated. The enemy succeeded in retaking the Flora's prize, and the Crescent had likewise the misfortune to fall into their hands.

In the month of July following, Captain Pakenham was tried by a court-martial at Portsmouth, for having struck his colours to the Dutch frigate, and the following highly honourable sentence was pronounced: "The Court are unanimously of opinion, that the Hon. Captain Pakenham throughout the action, in a variety of instances, behaved with the coolest and ablest judgment, and with the firmest and most determined resolution; and that he did not strike the Crescent's colours until he was totally unable to make the smallest defence; the court therefore doth unanimously and honourably acquit the Hon. Captain Pakenham.

"The Court cannot dismiss Captain Pakenham, without expressing their admiration of his conduct on this occasion, wherein he has manifested the skill of an able and judicious seaman, and the intrepidity of a gallant officer; and from the great and extraordinary number of killed and wounded on board the Crescent, as well as the state she was in at the time of her surrender, their highest approbation of the support given by the officers and men to their Captain, and of their courage and steadiness during the action; a circumstance that, at the time it reflects honour on them, does no less credit and honour to the discipline kept up by Captain Pakenham."

Our officer's next appointment was to the Minerva frigate; and at the commencement of the war with revolutionary France, in 1793, we find him commanding the Invincible, of 74 guns, attached to the Channel Fleet, under the orders of Earl Howe. On the glorious 1st June, in the following year, that ship acquired at least her due portion of renown, having, by her heavy and animated fire, in a little while, so crippled and annoyed a French 84-gun ship, that she bore up and became an easy conquest to the Queen Charlotte. On this memorable day, the Invincible lost her main-top-mast; had her fore and main lower-masts and yards shot through; rigging and sails much cut; 14 men killed and 31 wounded. So

little, however, did her commander think of his ship's casualties, that on seeing the crippled state of the Queen Charlotte, he sent an officer expressly to say to the Commander-in-Chief, that the Invincible was sufficiently manageable to bear his flag *. The boat that conveyed this message afterwards took possession of the subdued ship.

The honours that were conferred upon Earl Howe and his brave associates, were commensurate with the victory they had achieved; and will be found fully detailed at p. 78 of this volume. Captain Pakenham was one of the officers who were named in his Lordship's official despatch, as *having particular claim to his notice*, and subsequently honoured with a gold medal for their distinguished conduct.

In the spring of 1795, the subject of this sketch was appointed to the command of the Juste, of 84 guns; and upon a promotion of Flag-officers taking place on the anniversary of the above battle, he was nominated Colonel of a division of marines. He afterwards held the office of Master-General of the Ordnance in Ireland.

During the late war, our officer does not appear to have served afloat. He was advanced to the rank of Rear-Admiral, Feb. 14, 1799; Vice-Admiral, April 23, 1804; Admiral, July 31, 1810; and created an extra G. C. B. May 20, 1820 †.

Sir Thomas Pakenham married, in 1785, Louisa, daughter of the Right Hon. John Staples, and has a numerous family.

Residence.—Dublin.

* See James's Naval History, v. 1, p. 227.

† See note §, at p. 116.

SIR JAMES HAWKINS WHITSHED,

Admiral of the Red; Commander-in-Chief at Portsmouth; Knight Commander of the most Honourable Military Order of the Bath.

THIS officer is the son of a clergyman, and a native of Ireland. His father held a living, on which he resided, in the county of Louth.

The first ship in which Mr. Whitshed actually went to sea, was the Aldborough, commanded by Captain Bennett, whom he accompanied to Newfoundland. He afterwards served under Lieutenant, now Admiral, Sampson Edwards, in the Canada schooner; and after the loss of that vessel, returned to England with Admiral Duff, in the Romney.

His next ship was the Diamond frigate, Captain C. Fielding, who, in May 1776, was ordered to America, as commanding officer of the convoy sent thither, with a large detachment of British and foreign troops. In 1778, Mr. Whitshed acted for some time as Lieutenant in the Rainbow, Captain Sir George Collier; and being confirmed in that rank by Lord Howe, he came to England in the Iris, and on his arrival, was appointed to the Amazon frigate, in which he remained until the nomination of Sir George B. Rodney to the command in the West Indies, at the close of the year 1779. He was at that period removed to the Sandwich, of 90 guns, bearing that officer's flag, and consequently participated in the capture of the Caraccas fleet, and the defeat of a Spanish squadron under Don Juan de Langara *.

After his arrival at Gibraltar, Lieutenant Whitshed was promoted to the command of a newly purchased vessel, in which he followed Sir George Rodney to the West Indies; where, on the 18th April following, he was made Post in the Deal Castle. That ship was left, with the Cameleon sloop-of-war, at Gros Islet Bay, St. Lucia, whilst the Commander-in-Chief took the fleet to America, during the hurricane months. Early in October, these vessels were both driven

* See note †, at p. 3.

to sea; and the Deal Castle, without a stick standing, except her fore-mast, was cast on shore at Porto Rico, in the dreadful storm that took place at that period *. The crew, excepting three, fortunately escaped upon rafts; and, after a detention of two months, they were at length liberated and sent to Tortola.

Captain Whitshed, on his recovery from a dangerous fever, brought on by the fatigues he had experienced, went down to St. Eustatia, where he found Sir George Rodney; and, having passed the ordeal of a Court-Martial, for the loss of his ship, he returned to England in a packet, with despatches from the Admiral, and was appointed to the Ceres, of 32 guns, then building at Liverpool.

In the Ceres, Captain Whitshed proceeded to America, with Sir Guy Carleton, the military Commander-in-Chief; whom he landed, after a passage of twenty-one days. Our officer remained in America until the final evacuation of New York; when (in Dec. 1783) he returned to England, with Sir Guy; and in Feb. 1784, the Ceres was paid off.

After a very short stay on shore, Captain Whitshed took the command of the Rose, which had been intended for the Mediterranean, but was subsequently sent to Leith, where she remained till 1785, and was then put out of commission.

It being a period of profound peace, Captain Whitshed, after residing for some time at Oxford, where he attended all the lectures in astronomy, &c., made several trips to the continent, during which he visited the Hague, Hamburgh, Lubeck, Revel, St. Petersburgh, Copenhagen, and Paris.

On the commencement of the war with France, he was appointed to the Arrogant, of 74 guns, on the home station. In the spring of 1795, he removed into the Namur, a second rate; and after cruising some time with the Channel Fleet, sailed with Rear-Admiral Parker, to reinforce Sir John Jervis, in the Mediterranean. On the 14th Feb. 1797, Captain Whitshed had the gratification of participating in the glorious victory gained over the Spanish fleet by Sir John Jervis †, on which occasion, the Namur had 2 men killed and 7 wounded.

* See p. 68. † See p. 21, *et seq.*

Captain Whitshed, in common with the rest of the officers of the squadron, received the thanks of Parliament, and was presented with a gold medal for his services on that memorable day. On his return to England he was appointed to the Ajax, of 80 guns; but afterwards removed to the Formidable, a three-decker, in which he remained until his promotion to the rank of Rear-Admiral, Feb. 14, 1799.

Upon the death of Sir Charles Thompson, which took place in the following month, the Rear-Admiral hoisted his flag on board the Queen Charlotte, of 110 guns, and soon after sailed for the Mediterranean. In the ensuing summer he returned home in the Barfleur, a second-rate; and in August, had his flag on board the Temeraire, a ship of the same force, in the Channel Fleet; where it continued until towards the close of the war.

On the recommencement of hostilities, in 1803, Rear-Admiral Whitshed was appointed to the chief command of the Sea Fencibles in Ireland; and in the Spring of 1807, he succeeded the late Lord Gardner as Commander-in-Chief at Cork, where he remained until the Autumn of 1810. He was advanced to the rank of Vice-Admiral, April 23, 1804; Admiral, July 31, 1810; nominated a K. C. B. Jan. 2, 1815; and appointed Port-Admiral at Portsmouth on the demise of Sir George Campbell, in Feb. 1821.

Sir James's eldest son was killed in action, when a Midshipman on board the Berwick, in the Mediterranean, Dec. 11, 1813. He was a most gallant youth, and died much regretted. His only surviving son became of age, July 29, 1822.

ARTHUR KEMPE, Esq.

Admiral of the Red.

This officer was promoted to the rank of Post-Captain, May 10, 1780; Rear-Admiral, Feb. 14, 1799; Vice-Admiral, April 23, 1804; and Admiral, July 31, 1810.

ADMIRALS OF THE WHITE.

JAMES DOUGLAS, Esq.

Senior Admiral of the White.

This officer is the second son of the late Sir James Douglas, of Springwood Park, Roxburghshire, N. B. Baronet *, by his first wife, Helen, daughter of Thomas Brisbane, Esq. and is descended from Andrew Douglas, of Friarshaw, who married Jane Home, of the family of the Earls of Marchmont.

After passing through the intervening ranks of Midshipman, Lieutenant, and Commander, he was advanced to that of Post-Captain, Oct. 20, 1780; and in the same year, commanded the Venus frigate, at the Leeward Islands; from which vessel he was afterwards removed into the Alcmene, of 32 guns.

On the breaking out of the war with the French republic, Captain Douglas was appointed to the Saturn, a 74-gun ship, in which he proceeded to the Mediterranean, and was with Admiral Hotham when that officer encountered the enemy's fleet, July 13, 1795 †. He returned to England in company with a squadron under the orders of Rear-Admiral Mann, and was subsequently stationed in the Channel.

Our officer was promoted to the rank of Rear-Admiral, Feb. 14, 1799; Vice-Admiral, Nov. 9, 1805; and Admiral, July 31, 1810.

Mrs. Douglas died May 2, 1819.

* Sir James Douglas was knighted for bringing home the news of the surrender of Quebec in 1759: he commanded a squadron at the Leeward Islands in 1761; took Dominica, and had a broad pendant at the siege of Martinique, in the same year. He was created a Baronet, June 10, 1786, died in 1787, and was succeeded by his eldest son, George, the present Baronet, who married a daughter of the third Earl of Glasgow.

† See Admiral Sir John Sutton.

HENRY SAVAGE, Esq.

Admiral of the White.

This officer obtained Post rank, Jan. 31, 1781, and in the ensuing summer we find him commanding the Boreas frigate, in the West Indies. He was Captain of the Hercules, of 74 guns, in the battle between Sir George B. Rodney and the Count de Grasse, April 12, 1782*, on which occasion he gave a striking proof of coolness and undaunted bravery; for in the heat of the action, and when alongside of a ship of far superior force, he jumped on an arm-chest upon the quarter-deck, and cheered up his men by singing a few lines of

"O! what a charming thing 's a battle!"

The Hercules had 7 men killed, and 19 wounded.

During the Spanish and Russian armaments, in 1790 and 1791, Captain Savage commanded the Pomona, a small frigate; and in 1795, the Albion, a 74-gun ship without a poop, employed in the North Sea; in which vessel he had the misfortune to be wrecked on the Middle-Sand, in the Swin, April 27, 1796. We next find him in the Warrior, another ship of the line, on the same station, from whence he proceeded to join the fleet in the Mediterranean under the orders of Earl St. Vincent. His subsequent promotions took place in the same order as those of the subject of the preceding sketch. Mrs. Savage died March 16, 1810, aged 75 years.

* See p. 35, *et seq.*

SIR RICHARD HUSSEY BICKERTON,

Baronet; Admiral of the White; Lieutenant-General of the Royal Marines; Knight Commander of the most honorable Military Order of the Bath; Knight of the Imperial Ottoman Order of the Crescent; a Vice-President of the Naval Charitable Society; and a Fellow of the Royal Society.

THE immediate founder of this family was a Captain in the 4th regiment of Dragoons, and signalized himself in Flanders, where he died. The subject of the following memoir is the only surviving son of the late Rear-Admiral Sir Richard Bickerton, Bart. M. P. * by Marie-Anne, daughter of Thomas Hussey, of Wrexham in Denbighshire, Esq.; was born Oct. 11, 1759; entered the naval service in Dec. 1771, as a Midshipman on board the Marlborough 74, commanded by his father, with whom he removed, Oct. 1773, into the Princess Augusta yacht; and from her was discharged, June 1774, into the Medway, of 60 guns, bearing the flag of Vice-Admiral Mann, Commander-in-Chief on the Mediterranean station, with whom he continued till 1776, and was then lent to the Enterprise frigate, commanded by Sir Thomas Rich, as affording a better opportunity for him to learn his duty. He afterwards joined the Invincible, of 74 guns, Captain Hyde Parker, and returned to England in Nov. 1777.

In December, 1777, Mr. Bickerton was made a Lieutenant, and appointed to the Prince George; but soon after left that ship, and accompanied Captain Middleton (afterwards Lord Barham), into the Jupiter, of 50 guns.

On the 20th Oct. 1778, the Jupiter, then commanded by

* The late Sir Richard Bickerton was made a Lieutenant about the year 1745; became a Post-Captain in 1759; bore a part in the battle between Sir Edward Hughes and M. de Suffrein, June 20, 1783; was Commodore of the squadron at the Leeward Islands in 1786; and subsequently held the chief command at Plymouth. In 1773, when his late Majesty reviewed the fleet at Portsmouth, he had the honor of steering the royal barge, and on that occasion was knighted. His patent of Baronetcy bears date May 19, 1778. During his professional career, he repeatedly distinguished himself in a very eminent manner, nobly earning the honors which his Sovereign as liberally bestowed on him, and which he transmitted unsullied to his son.

Captain Reynolds, afterwards Lord Ducie, being on a cruise in the Bay of Biscay, in company with the Medea, a small frigate, fell in with the Triton, a French line-of-battle ship. At 5 P. M. the Jupiter brought the enemy to close action, in which she was joined by the Medea; but unfortunately, at the commencement of the engagement, a 36-pound shot entered the bow of the latter, under water, and compelled her to bring to, for the purpose of stopping the leak it had occasioned. Captain Reynolds, however, continued the action with great bravery till eight o'clock, when the French ship made sail, and bore away for Ferrol; where it was reported that she arrived, with the loss of her Captain, and 200 men killed and wounded. The gallantry of Captain Reynolds and his officers was greatly enhanced by the circumstance of the Medea having been totally prevented from affording him any effectual assistance.

On the return of the Jupiter to England, Captain Reynolds made a point of recommending all his officers, and obtained the rank of Commander for his first Lieutenant, Mr. Bickerton; a sufficient proof of the able and proper manner in which that gentleman had conducted himself.

At the close of 1779, a squadron, under Captain Charles Fielding, was sent to intercept a fleet of Dutch merchantmen, said to be destined to France, laden with warlike stores. On the 2d Jan. 1780, they were discovered a little to the westward of the Isle of Wight, escorted by two ships of the line and two frigates, commanded by Admiral Count Byland. The British Commodore desired that he might be allowed to search the merchant vessels, which the Count persisted in refusing, and fired at the boats in their attempt to board them; to resent which insult the Commodore ordered a shot to be directed a-head of the Dutch Admiral, who instantly discharged a broadside into the Namur, and upon her returning it, struck his colours. On this occasion the Commodore employed Captain Bickerton, then in the Swallow sloop of war, to assist him in detaining such Dutch ships as might fall in his way, and expressed himself highly pleased with the vigilance he displayed. Seven of the merchant vessels, laden with naval stores, were detained, and Count Byland was given to understand, that he was at liberty to hoist his colours and

prosecute his voyage with the remainder. The Dutch Admiral accepted the former part of the proposal, and saluted the British flag, but declined proceeding without the whole of the vessels, and sailed into Spithead. From the darkness of the night, many of the transports with stores escaped, and got safe into Brest.

Towards the end of the same year, the Swallow was ordered to the West Indies; and in Feb. 1781, Captain Bickerton was present at the capture of St. Eustatia, by the naval and military forces, under the respective commands of Sir George Rodney, and General Vaughan *.

On the 8th of the same month, Captain Bickerton was posted into the Gibraltar, of 80 guns; and in the skirmish which took place between the British and French fleets under the respective commands of Sir Samuel Hood and the Count de Grasse, April 29th following, he commanded the Invincible, of 74 guns †.

Captain Bickerton was subsequently appointed in succession to the Russel, and Terrible, both 74's: but finding the latter unfit for service, he exchanged into the Amazon frigate, and was ordered to England. The Amazon was paid off in the month of February, 1782. In September following, he obtained the command of the Brune, another frigate; but in

* Early in 1781, Sir George B. Rodney received intelligence of the commencement of hostilities between Great Britain and Holland, and instructions for the immediate attack of the Dutch settlements in the West Indies. These were executed with the same promptitude with which they had been conceived; and the island of St. Eustatia was taken possession of on the 3d Feb. A fine Dutch frigate, of 38 guns and 300 men, and five other vessels of war, from 14 to 26 guns each, all ready for sea, were taken in the road, together with upwards of one hundred and eighty sail of merchantmen, many of them richly laden.

Sir George Rodney having learnt that a valuable Dutch fleet had sailed for Europe 36 hours previous to his arrival in the bay, despatched a small squadron in pursuit; by which means the whole were captured, and brought back to St. Eustatia. On the English Commodore, Reynolds, coming up with the enemy's convoying ship, the Mars, of 54 guns, an action commenced, which lasted but for a few minutes; when the Dutch Commander being killed, she struck her colours.

Soon after the capture of St. Eustatia, the island of Saba, St. Martin's, and all the other Dutch colonies in that quarter, excepting Curaçoa, fell into the possession of Great Britain.

† See Retired Captain JOHN N. INGLEFIELD, in our next volume.

consequence of the peace which took place in 1783, she was soon after put out of commission.

Our officer was not called upon again till January 1787, when he commissioned the Sybil, and proceeded to the Leeward Islands; on which station he remained, under the orders of that excellent officer, the late Sir William Parker, till the year 1790: but as general tranquillity then prevailed throughout Europe, he was not concerned in any transaction immediately deserving of record.

In February 1792, he succeeded to the title, on the demise of his father *; and in the following year commanded the Ruby, of 64 guns. He afterwards removed to the Ramillies, 74, and cruised with Lord Howe, in the Bay of Biscay, during the autumn of 1794.

In Oct. 1794, the Ramillies carried General Sir John Vaughan to the West Indies, where she continued till July, 1795, and was then ordered to Newfoundland, from whence she returned to England in the month of November following. During the whole of the ensuing year, Sir Richard Bickerton served in the North Sea, under Admiral Duncan. In 1797, he was appointed to the Terrible, of 74 guns, forming part of the Channel fleet, at that period commanded by Lord Bridport, on which service he continued till promoted to the rank of Rear-Admiral, Feb. 14, 1799. In the autumn of that year, he hoisted his flag at Portsmouth, as Assistant Port-Admiral; a situation requiring an extraordinary degree of vigilance and activity.

On the 13th May, 1800, Sir Richard sailed for the Mediterranean, in the Seahorse, being appointed to a command on that station, under Lord Keith. The lamented Generals Abercromby and Moore, and the present Lord Hutchinson, were passengers on board the same frigate.

Previous to the expedition against the French in Egypt, Sir Richard Bickerton was employed during a period of five months in the blockade of Cadiz; he afterwards proceeded with Lord Keith to Alexandria, which port he blockaded until it surrendered to the British arms.

The naval and military Commanders-in-Chief, in their

* The late Sir Richard Bickerton, at the period of his decease, was representative in parliament for the city of Rochester.

public despatches, speak in the most honourable terms of the vigilance, activity, and judicious conduct, of all the sea-officers who were employed to co-operate with the army on this expedition; and Lord Keith, in his letter to the Admiralty, Sept. 2, 1801, bears the following liberal testimony to the merits of the subject of this memoir, and the officers who were immediately under his command: "The Captains and Commanders of the ships appointed for guarding the port, have executed that tedious and anxious duty with diligence and success. During my absence from the squadron, the blockade has been conducted much to my satisfaction by Rear-Admiral Sir Richard Bickerton."

On the news of peace arriving in Egypt, Lord Keith returned to England, leaving our officer at Alexandria, to superintend the embarkation of the French army; a service that was conducted with so much celerity, as to excite from the republican General Menou, not only his grateful acknowledgments, but the flattering compliment that "the vigilance of Sir Richard's squadron had accelerated the reduction of that place, as it cut them off from all supply."

During the Rear-Admiral's stay in Egypt, he had the honor of being invested by the Capitan Pacha, with the insignia of the Turkish Order of the Crescent. The ceremony was performed on the spot where the battle was fought, which decided the fate of that country *.

* The following is an account of the ceremony that took place on the occasion:

On the morning of the 8th Oct. 1801, Sir Richard Bickerton, accompanied by the Turkish Admiral of the Gallies, and suite, and those officers of the British Navy who had been particularly selected, proceeded from General Hutchinson's tent, to that of his Highness the Capitan Pacha, and were received by the whole Turkish line, under arms, with music playing and colours flying. The Capitan Pacha, attended by the Pacha of Egypt, the Chief-General of his Highness's army, and the Reis Effendi, were seated upon a most magnificent sopha. The three latter rose at the approach of the British officers; but his Highness received them sitting. They were placed in chairs on each side of the sofa; Sir Richard Bickerton on the right of the Capitan Pacha. The general officers of the Turkish army and navy stood at the back of their chairs; behind them were ranged his Highness's retinue, arrayed in their different badges of distinction; and round the tent, in front, were drawn up his body guard.

During the short-lived peace, Sir Richard Bickerton commanded in the Mediterranean, with his flag in the Kent, of 74 guns. On the 23d April, 1804, he was advanced to the rank of Rear-Admiral of the Red, and about the same time hoisted his flag on board the Royal Sovereign, a first rate;

His Highness was dressed in a white robe of beautiful Persian satin, over which was the robe of state, worn only on particular occasions, made of the finest red cloth, and on it was placed, below the breast, two *aigrettes* of large diamonds; and in a sash of rich satin, round his waist, was fixed a dagger, the handle of which was so thickly covered with diamonds, as to render it impossible to discover of what other materials it was made. On his head he wore a superb turban, with rows of pearls placed on the different folds. His rich dress, his venerable appearance, having a very long black beard, which he was continually stroking, altogether made a most interesting figure. The other grandees that were seated on the same sofa were as magnificently dressed, in all respects, excepting the red robe.

Having been served with coffee and sweetmeats, according to custom, the ceremony began by his Highness investing Sir Richard Bickerton with a pelice, the star and red ribband, and medal of the Order of the Crescent; all of which being properly arranged, he was desired to kneel, at which time the Grand Seignior's firman was read, impowering his Highness to confer the honour of Knighthood, which was immediately performed on the Rear-Admiral; upon whose rising a royal salute was fired, and other demonstrations of satisfaction, agreeable to the Turkish custom. The star is most beautifully set with diamonds, and the pelice is valued at 300*l.*

Sir Richard Bickerton having retired to his seat, the senior Post-Captain was invested in the same form with the pelice and gold medal of the Order, and was knighted; and then the other three Captains in succession.

Four Commanders, and Lieutenant Withers, of the navy, were then knighted in the same manner, but only received a gold medal of the Order, without the pelice.

The same ceremony had been performed on General Hutchinson, and the general officers of the army, the day before.

During the whole of the ceremony music was playing. After the ceremony was finished, a long history was read, stating the power and magnificence of the Grand Seignior, and consequently the value the knights were to set upon the different honours conferred. This finished, they were treated with sherbet: they then arose dressed in their finery, and departed on their horses in the same form they came; at which time another salute was fired.

Sir Richard afterwards obtained his sovereign's permission to wear the insignia of the Order, and the Royal license to bear, in allusion thereto, a Crescent, and certain other appropriate honourable augmentations to his family arms, together with supporters.

and when Lord Nelson went in pursuit of the combined squadrons to the West Indies, he was left by his Lordship to command on that station *. In the spring of 1805, he was called upon to take a seat at the Board of Admiralty, where he remained until the early part of 1812, at which period he succeeded Sir Roger Curtis, as Commander-in-Chief at Ports-

* As Lord Nelson in the year 1801, had written to the Lord Mayor, on not receiving the thanks of the city of London for the victory he had obtained off Copenhagen, so in 1804, he addressed a second letter to the same municipal officer, on receiving thanks that had not been merited. In this admirable remonstrance his Lordship declared, that no man set a higher value on the thanks of his fellow citizens of London, than he did; but that he should feel as much ashamed to receive thanks for a line of service in which he had not moved, as he should feel hurt at having a great victory, alluding to that of Copenhagen, passed over without notice. He justly observed, that the port of Toulon had never been blockaded by him; but on the contrary, that every opportunity had been afforded by his fleet for the enemy to put to sea, in order that the hopes and expectations of his country might be realized. His Lordship then concluded with the following testimony to the talents of Sir Richard Bickerton: "Your Lordship will judge of my feelings, upon seeing that all the junior Flag-Officers of other fleets, and even some of the Captains, have received the thanks of the Corporation of London, whilst the junior Flag-Officers of the Mediterranean fleet are entirely omitted. I own it has struck me very forcibly: for where the information respecting the junior Flag-Officers and Captains of other fleets was obtained, the same information could have been given of the Flag-Officers, &c. of this fleet; and it is my duty to state, that more able and zealous Flag-Officers and Captains do not grace the British navy, than those I have the honor and happiness to command. It likewise appears, my Lord, a most extraordinary circumstance, that Rear-Admiral Sir Richard Bickerton should have been, as second in command in the Mediterranean fleet, twice passed over by the Corporation of London; once after the Egyptian expedition, when the first and third in command were thanked, and now again. Conscious of high desert, instead of neglect, the Rear-Admiral had resolved to let the matter rest, until he could have an opportunity personally to call on the Lord Mayor, to account for such an extraordinary omission; but from this second omission, I owe it to that excellent officer not to pass it by. And I do assure your Lordship, that the constant, zealous, and cordial support I have had in my command from both Rear-Admiral Sir R. Bickerton, and Rear-Admiral Campbell, has been such as calls forth all my thanks and approbation. We have shared together the constant attention of being more than fourteen months at sea, and are ready to share the dangers and glory of a day of battle: therefore it is impossible I can allow myself to be separated in thanks, from such supporters."

mouth. During his stay at that port, a large fleet was assembled at Spithead, for the purpose of being reviewed by his present Majesty, then Prince Regent, and the allied monarchs *. Previous to the departure of the Duke of Clarence, who commanded on that occasion, H. R. H. issued the following, in general orders:

"H. R. H. the Duke of Clarence cannot quit this anchorage, and resign the command of the distinguished Officers, Seamen, and Royal Marines, he has had under him, on this particular and very flattering occasion, without expressing his entire approbation of the attention that has been shewn by all descriptions of officers and men whilst under his orders.

"If H. R. H. does not particularize individuals, it is only because he has every reason to be most perfectly satisfied with the conduct of all; but H. R. H. nevertheless must express his particular thanks to Admiral Sir Richard Bickerton, Bart., and also to Rear-Admiral the Hon. Henry Blackwood, Captain of the Fleet, for their marked attention and great assistance on this occasion.—Impregnable, June 25, 1814."

Our officer was promoted to the rank of Vice-Admiral, Nov. 9, 1805; Admiral, July 31, 1810; nominated a K. C. B. Jan. 2, 1815; and succeeded the late Sir Richard Onslow as Lieutenant-General of the Royal Marines, Jan. 5, 1818 †. He married, Sept. 25, 1788, Anne, daughter of the late Dr. James Athill, of the island of Antigua.

Residence.—Upwood, in Huntingdonshire. A property which originally belonged to Henry Cromwell, Esq. a brother of Sir Oliver Cromwell, who lived there in quality of a justice of the peace.

* See p. 11.

† General Officers and Colonels of Marines were first appointed in the year 1759, on which occasion Admiral Boscawen was nominated General, with a salary of 2000*l.* per annum; Vice-Admiral Saunders, Lieutenant-General, 1200*l.* per annum; and Captains, Sir Piercy Brett, Hon. Augustus Keppel, and Viscount Howe, Colonels, 800*l.* per annum each. Since that period a Major-General, and a fourth Colonel, have been added to the original establishment.

GEORGE BOWEN, Esq.

Admiral of the White.

This officer is of a respectable Welsh family. He attained the rank of Post-Captain, Feb. 14, 1781, and commanded the Montagu, of 74 guns, in the partial action between Rear-Admiral Graves and the Count de Grasse, off the Chesapeake, Sept. 5, in the same year *.

The Montagu afterwards accompanied the squadron under Sir Samuel Hood to the West Indies, and Captain Bowen was present at all that officer's brilliant achievements on the Leeward Island station, an account of which will be found under the head of Retired Captain John N. Inglefield. He also shared the glories of the memorable 12th April, 1782, when the British fleet under Rodney, defeated that of France commanded by de Grasse, who it will be remembered was

* Rear-Admiral Graves sailed from Sandy Hook, Aug. 31, 1781, and on the 5th of the following month discovered the enemy's fleet at anchor off Lynnhaven Bay, just within Cape Henry, extending across the entrance of the Chesapeake. The Count de Grasse no sooner perceived the British fleet, than he got under sail and stood to sea, forming his line of battle, as the ships drew from under the land.

The British force amounted only to nineteen sail of the line, that of the French to twenty-four; so that the enemy had a superiority of no less than five line-of-battle ships. It was past four P. M. before Rear-Admiral Graves edged away and brought them to action, which was even then by no means general; the van and part of the centre being the only ships engaged. Towards sunset, the French van bore away to get more in a line with their centre, for its support; and soon after their whole fleet put before the wind, when the firing ceased. The loss sustained by the British on this occasion, consisted of 90 men killed and 246 wounded; among the latter was Captain Mark Robinson, who lost a leg.

The rival fleets continued for five days in sight of each other, repairing their damages and manœuvring, until the Count de Grasse had obtained his object by covering the arrival of M. de Barras, with his squadron and charge from Rhode Island; when he retired with his fleet to the Chesapeake, and anchored across that river, so as to block up the passage. Upon which Rear-Admiral Graves followed the resolutions of a Council of War, and returned to New York.

taken prisoner on the occasion *. The loss sustained by the Montagu in this battle, amounted to 12 killed and 31 wounded.

A long interval of peace succeeded the above glorious event, and Captain Bowen remained unemployed until the commencement of the war with the French republic, in 1793, at which period he was appointed to the Belliqueux, of 64 guns, and afterwards removed into the Veteran, of the same force.

In the Autumn of 1795, he obtained the command of the Canada, of 74 guns; and early in the following year proceeded to the West Indies, under the orders of Sir Hugh C. Christian, with whom he served at the reduction of St. Lucia †; after the capture of which island the Canada was sent to Jamaica, the station where Captain Bowen continued to command her until 1797, when he removed into the Carnatic, another ship of the same rate. He was advanced to the rank of Rear-Admiral, Feb. 14, 1799; Vice-Admiral, Nov. 9, 1805; and

* See p. 35, *et seq.*

† St. Lucia surrendered by capitulation, May 25, 1796: the garrison amounted to 2000 men. A great quantity of ordnance, ammunition, and military stores, were found in the different batteries. A ship, three brigs, and five schooners, were taken in the Careenage. Lieutenant-General Sir Ralph Abercromby, who commanded the troops employed in this expedition, bestowed the following tribute of praise to the support and co-operation which he derived from the navy:

"*General Order.—Head Quarters, St. Lucia, May* 27, 1794.

"During the services which have been carried on in the Island of St. Lucia, all the courage and every exertion of the army would have proved ineffectual, if Rear-Admiral Sir H. C. Christian, and the royal navy, had not stepped forward with the alacrity which has been so conspicuous, in forwarding the most arduous part of the public service: to their skill and unremitting labour, is in a great measure owing the success which has attended his Majesty's arms. It will afford the Commander-in-Chief the greatest satisfaction, to be able to lay before his Majesty the eminent services which have on this occasion been performed by the royal navy, and Admiral Sir H. C. Christian will confer a particular obligation on Lieutenant-General Sir Ralph Abercromby, and the army at large, if he will be so obliging as to communicate to the royal navy, and in particular to Captains Lane, Ryves, and Stephenson, and the other officers who acted on shore, and to the corps of marines, the great obligation which they consider themselves under to them.

(Signed) "T. Busby, Ass. Adj.-Gen."

Admiral, July, 31, 1810. During part of the late war, he commanded the Sea Fencibles in Ireland; but we believe, never served afloat as a Flag-Officer.

Admiral Bowen's youngest daughter was married in 1818, to Captain Honyman of the Grenadier Guards, second son of Sir William Honyman.

ROBERT MONTAGU, Esq.

Admiral of the White.

The noble house of Sandwich, of which this officer is a member, claims for its founder Admiral Montagu, who induced the fleet to declare for Charles II., and for this timely service was rewarded with an Earldom.

In 1778, Mr. Montagu accompanied Rear-Admiral Sir Edward Hughes to the East Indies, in the Superbe; and, on the death of Captain Panton, was promoted from Third Lieutenant of that ship, to the command of the Seahorse, of 20 guns; and this appointment was confirmed by a Post commission, dated March 3, 1781, at which period the late Earl of Sandwich presided at the Admiralty.

Captain Montagu commanded the Exeter, of 64 guns, in the action between Sir Edward Hughes and M. de Suffrein, off Negapatnam, July 6, 1782. This engagement, like those which had preceded it, proved indecisive *. On this occasion the Exeter appears to have been warmly engaged, having had 11 killed and 24 wounded.

Captain Montagu soon after returned to England, and was appointed to the Flora, of 38 guns, in which ship he proceeded to the Jamaica station. In 1789 and 1790, we find him commanding the Aquilon frigate, in the Mediterranean. At the commencement of the war with republican France, he

* The British squadron consisted of eleven ships, mounting 732 guns, and one small frigate; the enemy had twelve two-decked ships, carrying 770 guns, three frigates, and one smaller vessel. The total loss sustained by the former was 77 men killed and 233 wounded; on the side of the enemy, 178 were slain and 601 wounded.

sailed from England in the Sampson, of 64 guns, to escort the trade bound to the East Indies; and, in the autumn of the following year, returned from thence, with nineteen of the Hon. Company's ships under his convoy, and in company with the Lion 64, having on board Lord Macartney and suite, returning from an embassy to China. Subsequent to his arrival in England, Captain Montagu had the satisfaction of receiving the thanks of the Court of Directors, together with a present of 350 guineas, for the care and protection which he had afforded to their property.

Our officer's next appointment was to the Hector, of 74 guns, stationed for some time in the Mediterranean, but afterwards attached to the Channel Fleet. This ship formed part of the force under Admiral Hotham, in the partial action of July 13, 1795 *. In 1797, he removed into the Cumberland, a ship of the same force, in which he continued on the Home station, until his promotion to the rank of Rear-Admiral, Feb. 14, 1799.

In the summer of 1801, he was ordered to hoist his flag in the Carnatic, of 74 guns, at Jamaica, and proceeded thither in the Garland frigate. On the 16th Sept., in the same year, he succeeded to the command on that station, vacant by the death of Lord Hugh Seymour, on which occasion he removed into the Sans Pareil, of 84 guns.

The Rear-Admiral returned to England in the course of the following year; and soon after the re-commencement of hostilities against France, was appointed to a command in the North Sea fleet, under the orders of Lord Keith. He was advanced to the rank of Vice-Admiral, Nov. 9, 1805; and became a full Admiral, July 31, 1810.

* See Admiral Sir John Sutton.

EDWARD TYRRELL SMITH, Esq.

Admiral of the White.

This officer obtained Post rank, May 2, 1781; and commanded the Endymion, of 44 guns, one of Sir George B. Rodney's repeaters on the memorable 12th April, 1782 *. He subsequently served on the Jamaica station.

During the Spanish and Russian armaments, in 1790 and 1791, he had the Proserpine, of 28 guns; from which time we find no further mention of him until the month of November, 1795, when he sailed from England in the Abergavenny, of 54 guns, in company with the late Sir Hugh C. Christian, on an expedition against St. Lucia; after the reduction of which island †, he proceeded to Jamaica, and in the Autumn of 1796, removed into the Hannibal, of 74 guns, on the same station, where he continued during the greater part of the war.

Captain Smith joined the Carnatic, of 74 guns, at Jamaica, in 1800; and, on the first day of the following year, was promoted to the rank of Rear-Admiral; since which, we believe, he has been on half pay. He was made a Vice-Admiral Nov. 9, 1805; and a full Admiral, Aug. 12, 1812.

Residence.—Garden Row, Southwark.

THOMAS MACNAMARA RUSSELL, Esq.

Admiral of the White.

This officer is descended, on both sides, from respectable and once opulent families. His father, (an Englishman,) went over to Ireland, where he married a lady of that country,

* See p. 35, *et seq.* † See note †, at p. 134.

and settled. Mr. Russell was born, we believe, about the year 1743, and at the early age of five years, he had the misfortune of losing his father; and, through either the fraud, or mismanagement of his guardians, all the fortune which had been left him was dissipated by the time that he reached fourteen.

Our officer entered the service at an early period of life, and after serving *fourteen* years as a Midshipman *, was promoted to the rank of Lieutenant. During the war with the colonies, he served on board the Albany, Diligent, and Raleigh, principally on the coast of America, and distinguished himself on several occasions. In the latter vessel, Lieutenant Russell served at the siege of Charlestown, in South Carolina; on the reduction of which, May 11, 1780 †, Vice-Admiral Arbuthnot, the naval Commander-in-Chief, promoted him to the rank of Commander, in the Beaumont sloop.

From the Beaumont, Captain Russell was made Post, May 7, 1781, in the Bedford, of 74 guns, on board which ship Commodore Affleck hoisted his broad pendant. He soon after removed into the Hussar, of 20 guns; and cruised with considerable success against the enemy, taking and destroying a fine frigate near Boston, laden with masts and naval stores, for the French fleet; a large brig privateer, of 18 guns; a letter of marque, of nearly the same force; and several smaller prizes, beside la Sybille frigate, the capture of which demand-

* The late Lord Collingwood, the worthy and gallant successor of the immortal Nelson, served the same space of time without promotion; so little did his prospects at first setting out in life keep pace with his merit, or forbode the honours to which he afterwards arrived! The late venerable Vice-Admiral Hunter, of whom a memoir will be found in the "Annual Biography and Obituary for 1823," was twenty years in the navy before he attained the rank of Lieutenant. This reflection will afford matter of consolation to modest merit, struggling under similar difficulties; and those who are inclined to despond after a few years trial, may here find instances of the rewards that attend diligence and perseverance.

"The Wise and Active conquer difficulties
By daring to attempt them: Sloth and Folly,
Shiver and shrink at sight of Toil and Hazard,
And make the impossibility they fear."

ROWE.

† See Retired Captain Sir ANDREW S. HAMOND.

ing more particular notice, we shall here insert Captain Russell's official letter relative thereto.

"*Hussar, off Sandy Hook, Feb.* 6, 1783.

"Sir.—On the 22d of last month, in a fresh gale and hazy weather, lat. 36° 20′ in soundings, I chased a sail standing to the westward, with the starboard tacks on board, wind N. N. W. On my approach, she displayed an English ensign reversed in her main shrouds, and English colours over French at the ensign staff. Having likewise discovered that she was under very good jury-masts, had some shot-holes in her quarter, and not supposing that French tactics contained a *ruse de guerre* of so black a tint, I took her to be what her colours intimated—a distressed prize to some of his Majesty's ships: every hostile idea vanished; my mind was employed in devising means to succour and protect her; I declined the privilege of my supposed rank, and stood under his lee to hail. At that moment, by a pre-concerted and rapid movement, he put up his helm, aimed at laying me athwart hawse, carrying away my bowsprit, raking, and then boarding me. I felt the error of my credulity; ordered our helm hard-a-weather, shivered, and shortened the after-sails *. The Hussar obeyed it—saved me from the murdering reflection of a surprise—baffled in part the enemy's attention, and received only a half-raking fire; which, however, tore me to pieces forward, and killed two of my men. By this time both ships were by the lee forward, and almost aboard each other. I called loud, to stand by to board him. It had the desired effect; he put up his helm—wore off—the Hussar closed with him—and a fair engagement commenced before the wind. He yawed frequently; the Hussar kept as close and as parallel to him as possible: in about forty minutes his situation appeared disagreeable to him; his fire grew less frequent, and soon after contemptible. At the hour's end it ceased; and, under cover of our smoke, he extended his distance, put his helm a-star-

* At this moment, Captain Russell was pouring cold shot, by hand, amongst the enemy; by one of which the French Commander's shoulder was grazed. Another killed one of the boarders, and broke a leg of a second. The assailants fled. Sixty of them, with helmets, &c. were dispersed by the above-mentioned cold shot, and marine musketry.

board, got his larboard tacks on board, and fled to windward. To avoid a raking, to jam him up against the wind, and bring our larboard guns to play, two of the other side having been rendered unserviceable, I followed his motions, exchanged a few shot with him on that side; but, to my great mortification, found my fore-mast and bowsprit tottering, and no head sail to govern the ship by, as you will see by my enclosed defects. However, we chaced and refitted as well as we could, and found we gained on the enemy, it having fallen less wind.

"The haze dispersed, and a large ship, which we at first took for an enemy, but afterwards found to be the Centurion, appeared to windward, and a-stern withal; and to leeward, a sloop, which by signal I knew to be ours. After about two hours' chace, the Hussar got up abreast of the enemy, gave him one broadside, which he returned with two guns, and struck his colours; the Centurion, then about long random shot astern, and the Terrier sloop about four or five miles to leeward, under a pressure of sail, which does honour to Captain Morris *.

"The prize is la Sybille, a French frigate of 38 guns, twelve of which he hove overboard when he first fled, and 350 men †, commanded by Monsieur le Compte de Krergarou de Soemaria.

"In justice even to the Captain of the Sybille, it must be owned that all his evolutions (as far as my little ability enables me to judge) were masterly; and, in one instance, bordering on a noble enthusiastic rashness. Nor did he fly, until the men in his magazine were breast high in water, and all his powder drowned, by some low shot which he received early in the action. It is, therefore, Sir, with great pain and reluctance, that I inform you that this officer, commanding a ship of more than double the Hussar's force ‡, in perfect

* Now a Vice-Admiral.

† The Hussar had only 116 men, thirteen of whom were on the sick list. Her loss in the action consisted of 3 killed and 5 wounded; la Sybille had 42 slain and 11 wounded.

‡ At the time when she was taken, la Sybille was considered as the finest frigate in the world. In addition to her very select crew, she had 33 Americans on board, as passengers and supernumeraries.

order of battle; for, under the then circumstances of wind and sea, he derived great and obvious advantages from being under jury-masts *—an officer of family and long rank, adorned with military honours, conferred by his Sovereign for former brilliant services, has sullied his reputation, and, in the eye of Europe, disgraced the French flag, by descending to fight me for *above thirty minutes*, under the ENGLISH COLOURS, and SIGNAL OF DISTRESS, above described: for which act of base treachery, and flagrant violation of the law of nations †, I have confined him as a state prisoner, until, through your mediation, justice and the King's service are satisfied."

From the circumstance of peace taking place just at this period, the above letter was never published. Perhaps, also, from motives of conciliation on the part of Great Britain, it was thought politic not to give it to the world, as it certainly bore extremely hard upon the French Commander.

The congratulations and applause which Captain Russell received, both at home and abroad, on his brave and skilful conduct in the capture of la Sybille, must have been highly grateful to his feelings. The capture was indeed of great importance; as, in consequence thereof, the greater part of her convoy fell into the hands of the British; and prizes, to the amount of more than half a million sterling, were carried into New York, in the short space of about three months.

On his return to England, Captain Russell, for his various services, but particularly that of capturing la Sybille, was offered the honour of knighthood; which he modestly declined, as not possessing a sufficient fortune to support the rank with becoming splendour.

The Hussar being paid off, our officer continued unemployed until 1790, in the course of which year he was appointed to the Diana frigate, on the Jamaica station; where, for his conduct during the apprehension of a rising among the negroes, he was twice gratified with the public thanks of the inhabitants.

* La Sybille had lost her masts in a severe action with the Magicienne frigate, on the 17th of the preceding month.

† See VATTEL on the *Law of Nations*, Book III, chap. x, p. 69, on Stratagems.

It was during the time that Captain Russell was on the above station, that he was sent, by Admiral Affleck, to convoy a cargo of provisions, as an act of perfect charity, from the Government and principal inhabitants of Jamaica, to the white people of St. Domingo, who were then severely suffering from the depredations of the people of colour. They received him, of course, with joy and gratitude; as a token of which, he was invited to a public dinner, which was given on shore by the Colonial Assembly at Aux Cayes. At this repast, our officer represented to the Assembly, that there was a Lieutenant Perkins, of the British Navy, cruelly confined in a dungeon, at Jeremie, on the other side of the island, under the pretext of having supplied the blacks with arms; but, in fact, through malice, for his activity against the trade of that part of St. Domingo, in the American war. Captain Russell stated, that, before he had ventured to plead his cause, he had satisfied himself of his *absolute innocence*; that he had undergone nothing like a legal process,—a thing impossible, from the suspension of their ordinary courts of justice, owing to the divided and distracted state of the colony; and yet, horrible to relate, he lay under sentence of death! "Grant him," exclaimed Captain Russell, "grant *me* his life! Do not suffer these people to be guilty of the murder of an innocent man, by which they would drag British vengeance upon the whole island!"

So forcible was this appeal, that the assembly, in the most hearty and unequivocal manner, promised that an order should be instantly transmitted, for him to be delivered up *immediately*.

On the following day, Captain Russell sent an officer to receive the order for Lieutenant Perkins's pardon and delivery. In a short time he returned, reporting that much prevarication had been used, and that he had not obtained the order. The day after, the same gentleman was sent again, and returned with a downright refusal from the Assembly; "for, *as it was a promise made after dinner, they did not think it binding.*"

Almost at the moment of the officer's return, the Ferret sloop, Captain Nowell *, hove in sight. She had been at

* The present Rear-Admiral Nowell.

Jeremie, with despatches containing the requests of Lord Effingham and Admiral Affleck, that Lieutenant Perkins might be delivered up; which the Council of Commons there *absolutely refused*; adding, that *the imperious voice of the law called for his execution.*

No sooner was Captain Russell apprised of this state of the business, than he declared that he would sacrifice as many Frenchmen as there were hairs on Perkins's head, if they murdered him. His determination was soon known amongst the Diana's crew; the anchor was up, sail crowded, and, the wind favouring them in an uncommon manner, the frigate and sloop appeared off Jeremie in a portion of time astonishingly short. Both of the vessels hove-to close to the harbour, and prepared for battle; every soul on board of them panting for vengeance, should Perkins be murdered.

Captain Nowell was sent on shore, with the following letter, to demand him *instantly*; and with verbal instructions for his conduct, should they hesitate:

"*H. B. M.'s Ship the Diana, off Jeremie, Feb.* 24, 1792.

"Sir.—I applied to the Provincial Assembly at Aux Cayes for the liberation of Lieutenant John Perkins, of His Britannic Majesty's Royal Navy; and my application was *immediately* and *of course* complied with. M. Billard, the President, promised me an order to your Assembly, to deliver him up to me. That order had not arrived at l'Isle de Vache, where I lay, before I sailed, which *must* be no impediment to your sending him off to me in safety immediately.

"If, however, it should *unfortunately* be otherwise, let it be remembered, that I do hereby, in the most *formal* and *solemn* manner, DEMAND him. Captain Nowell knows my resolution, in case of the least hesitation.

(Signed) "T. M. RUSSELL.

"*To M. Plicque, President of the Council, at Jeremie.*"

Captain Nowell, on landing, was surrounded by a mob. The President read the letter, and said—"Sir, suppose I do not?" "In that case," replied the British Officer, "you draw down a destruction which you are little aware of. I know Captain Russell; I know his resolution; beware, if

you value your town, and the lives of thousands: he has given me sixty minutes to decide: you see, Sir, that thirty of them are elapsed." The mob now grew outrageous. "You shall have him," exclaimed one of them, "but it shall be in *quarters!*" Captain Nowell instantly drew his sword; and, sternly looking at the President, said:—"Sir! order that fellow out of my sight, or he dies!" The President did so; and, after a few more threats from Captain Nowell, that he would return without him, poor Perkins was led from his dungeon, at the door of which, and in his sight, was planted the rack on which it had been intended that he should be tortured the very next morning.

Captain Russell saw him led into the Ferret's boat; then wore with the ship's head off the land; secured his guns; and carried a most adventurous and enterprising officer, and good man, in triumph to the Commander-in-Chief at Jamaica, to whose *prayers* the sanguinary democrats of the new French *regime* had refused him *.

Having remained the usual time on the Jamaica station, the Diana returned to England, and was paid off; after which Captain Russell commanded the St. Albans, of 64 guns, but does not appear to have had any further opportunity of distinguishing himself. On the 11th Jan. 1796, he was appointed to the Vengeance, 74; in which he served at the capture of St. Lucia and Trinidad, and at the subsequent unsuccessful siege of Porto Rico †.

In the spring of 1799, he returned to England, and joined the Channel Fleet. Having remained for some time in that service, the Vengeance, being much out of repair, was paid off; and, on the 23rd April, 1800, Captain Russell was appointed to the Princess Royal, a second rate, in which ship he remained until advanced to the rank of Rear-Admiral, Jan. 1, 1801.

Soon after the commencement of the late war, we find our officer serving under the orders of Lord Keith ‡. About the

* Mr. Perkins was afterwards made a Post-Captain, and died at Jamaica, Jan. 27, 1812.

† See Note at p. 112, *et seq.*

‡ About this period Rear-Admiral Russell received the following epistle from his old acquaintance Lord Nelson, written in the style that was most

year 1807, he was appointed to the chief command of the North Sea fleet; but from the rigid caution which the Dutch squadrons observed, no opportunity occurred for him to display the determined spirit which he is well known to possess. His promotion to the rank of Vice-Admiral took place Nov. 9, 1805; and on the 12th Aug. 1812, he became a full Admiral. Mrs. Russell, to whom he was united about the year 1793, died March 9, 1818.

A portrait of the Admiral, in the old Post-Captain's uniform, is prefixed to his memoir in the Naval Chronicle, v. 17, p. 441.

SIR HENRY TROLLOPE,

Admiral of the White; Knight Commander of the most honourable Military Order of the Bath.

Amongst the supposed ancestors of this officer were Andrew Trollope, Esq. who distinguished himself in the French wars, in the time of Henry VI, and was killed at the battle of Towton; and Thomas Trollope, of Thorlby, Esq., who married Margaret, daughter and co-heiress of Roger, youngest son of Thomas Lumley, Esq. by Elizabeth Plantagenet, daughter of King Edward IV. by the lady Elizabeth Lucy. In the year 1641, Thomas Trollope, of Bourne, co. Lincoln, was created a Baronet; and, consequently, the subject of this memoir is collaterally, though distantly, related to the present possessor of that title.

Our officer is a native of Norwich, and was born about the year 1750. He entered the naval service at a very early period of life; and, we believe, under the auspices of the late Earl of Sandwich.

congenial with the bluntness of his character:—"Here I am, waiting the pleasure of these fellows at Toulon, and we only long to get fairly alongside of them. I dare say, there would be some spare *huts*, by the time we had done. You are a pleasant fellow at all times; and, as Commodore Johnstone said of General Meadows, *I have no doubt but your company would be delightful on the day of battle to your friends, but damned bad for your enemies.* I desire, my dear Russell, you will always consider me as one of the sincerest of the former."

"There is no opportunity," says the Author of the 'Naval Atalantis,' "which enables an aspiring young officer to distinguish himself in the navy, with so much *éclat*, as when his country is attacked by increasing foes. It was at the period when the ungrateful republic of Holland, by her inimical acts in favour of our nautical enemies, rendered it necessary for Great Britain to commence hostilities against her, that Mr. Trollope, at that time commander of the Kite cutter, stood forth an active champion in his country's cause. His uncommon exertions in the Channel of England occasioned the unweildy Dutchmen to crowd our ports for many succeeding weeks, and the *hovering Kite* scarce ever saw one of them upon which she did not fix her fascinating talons."

Lord Sandwich, then at the head of the Admiralty, was so sensible of Lieutenant Trollope's services, that his Lordship thought fit to put the Kite upon the establishment of a sloop of war, by which this officer obtained the rank of Commander. In the spring of 1781, he accompanied Vice-Admiral Darby's squadron to the relief of Gibraltar *; and, on the 4th June, in the same year, was promoted to the rank of Post-Captain.

The first ship to which he was subsequently appointed, was the Rainbow, of 48 guns. On the 4th Sept. 1782, having sailed from Plymouth two days before, for the purpose of joining Commodore Elliott, in the Channel, he fell in with, and, after a running fight, captured, off the Isle de Bas, la Hebé, a French frigate, of 40 guns and 360 men, five of whom, including her second Captain, were killed, and several wounded: but the Rainbow lost only one man. Captain Trollope continued in that vessel till the peace of 1783, when he purchased the lease of a castle in Wales, where he diffused with liberality the ample fortune which he had acquired by his professional exertions.

During the Spanish armament our officer commanded la Prudente, of 38 guns; and in the following year was appointed to the Hussar frigate, in which he was employed for some time on the Mediterranean station.

In 1795, owing to the alarming aspect of public affairs, the greatest exertions were made in every department of

* See p. 4, and note ‡, at p. 33.

government, and several additional ships were purchased into the service. To one of those, the Glatton, of 56 guns and 319 men *, which had been built for the India service, Captain Trollope was appointed. During the winter of that year, and the spring of 1796, he was employed, under the orders of Admiral Duncan, in the North Sea. On the 14th July, in the latter year, he sailed from Yarmouth Roads for the purpose of joining Captain (now Admiral) Savage and his squadron, cruising off the port of Helvoetsluys. On the succeeding day, about two P. M., the Glatton made the land, and at the same time descried five ships of war and a cutter, which her commander conjectured to be British; but the distance, aided by the sudden fall of the wind, would not admit of an immediate communication by signals. In the course of the afternoon a breeze sprang up; and at six o'clock the discovery was made, that the flags hoisted by the vessels, which had now all anchored, were not English. Immediately the Glatton bore up towards the strangers; who thereupon weighed, and, as they dropped out in a line, were seen to consist of three large frigates, two smaller ones, and a cutter; besides another frigate and a large brig, about to join them from to-leeward.

Nothing daunted at so formidable a force, but merely considering the occasion as affording a fair opportunity of trying the effect of the Glatton's heavy carronades, Captain Trollope pushed on, and selected as his opponent the third ship from the van, she appearing, from her superior size, to be the Commodore. At a little before ten, just as the Glatton had got close upon the French ship's larboard quarter, and was ranging up a-breast of her, the latter's second a-head tacked, and placed herself close upon the Glatton's larboard bow. All three ships immediately opened their fire; and a tremendous crash it was, the Glatton discharging her enormous shot from both sides, with direful effect, into her two opponents, neither of whom was much above twenty yards from her. Meanwhile the two frigates a-stern of the Commodore, kept

* The Glatton's armament consisted of twenty-eight 68, and the same number of 32-pounders, all carronades, of which species of ordnance Captain Trollope appears to have been among the earliest patrons. (See James's Naval History, v. 1, pp. 66. 418.)

annoying the Glatton with a raking fire, which, in her present position, she could not return. After a cannonade of about 20 minutes, the Commodore and his second a-head dropped a-stern out of gun-shot; and immediately the two rearmost frigates advanced upon the Glatton's starboard quarter; as did the leading ship of the line, on the opposite tack, upon her larboard beam. In another twenty minutes, these three frigates, having, in the shattered state of their hulls, experienced what it was that had so suddenly put to flight their companions, sheered off in equal confusion.

The dismantled state of the Glatton discovered itself the moment an attempt was made to wear in pursuit: every brace and rope had been cut away. The principal part of the enemy's fire had passed between her tops and gunwale, so that her lower sails were in ribands, and her shrouds nearly all shot through. The main-mast and the fore and main-yards were also badly wounded, and ready to fall. Scarcely half a dozen shot had struck the hull; and, in consequence, no men were killed, and but 2 wounded: one of these was Captain Strangeways of the marines, who, although wounded badly in the thigh, insisted on returning to his quarters; where he remained until, being faint with loss of blood, he was carried off the deck: he died shortly afterwards.

While the Glatton's people were hastening to repair her damages, in order that the ship might wear clear of the Helvoet shoals, on a part of which she then lay, the French frigate and brig, already mentioned as approaching from to-leeward, fired several shot at her; but did no material injury. Captain Trollope, soon after, discovered his former opponents, drawn up in close order under his lee; and used every exertion, during the night, to put his ship in a state to renew the action in the ensuing morning, with the assistance, as he hoped, of part of the British squadron before alluded to. At day-break, however, not a friendly sail was to be seen, a circumstance much to be regretted, as even the aid of a single frigate, the enemy being panic-struck, might have led to the capture of one, if not more of his ships. As it was, the Glatton, in her present disabled state, declined to become a second time the assailant; but neither attempted, nor, being between the enemy and the land, could well have effected her

escape. No doubt the French had, by this time, both handled and weighed several of the Glatton's shot: at all events, the former tacked, and thus left an opening for Captain Trollope to pass to the offing. The Glatton immediately bore up, under easy sail; and, keeping just without random-shot, hauled round to the lee beam of the French ships: both parties then hove too. In this manner they remained viewing each other for upwards of an hour; when the enemy made sail away, and Captain Trollope to the northward, he still hoping, by the junction of some friend, to bring the encounter to a favourable issue. The night passed in disappointment; but our officer could not bring himself to quit the coast, without another peep at his shy antagonists. He therefore, in the morning, stood back; and then saw the French squadron, close hauled, standing for Flushing. The Glatton kept the enemy's ships in sight during the day; and it was not until her commander found that they were near to their port, and that the wind was beginning to blow hard on the shore, that he reluctantly steered for the British coast.

The Glatton's affair, says Mr. James, from whose Naval History the account of this gallant action is extracted, like many other drawn battles, is imperfect in its details, for the want of any correct information as to the names, force, damages, or loss of the ships which she had engaged. One vessel was known to be the Brutus, a cut-down 74, mounting from 46 to 50 guns. A second is stated to have been the Incorruptible, of 50 guns, the largest frigate ever launched in France. The Magicienne, of 32 guns, 12-pounders, is named as the third frigate; and the remaining two of the five engaged ships were probably similar in size and force to the British 28-gun frigate. The name and force of the frigate in company with the brig is of no consequence. That the French ships sustained considerable damage in their hulls, may be inferred from the size of the Glatton's shot, the closeness of the action, and the shyness ultimately evinced by the former: moreover, on the morning succeeding the battle, the Glatton's people plainly saw men, on stages, over the sides of the enemy's vessels, plugging their shot holes.

Viewed in every light, the action was highly honourable to the officers and crew of the Glatton. The prompt decision of

Captain Trollope to become the assailant, when two of the opponent ships were each (one, perhaps, by 300 or 400 tons) larger than his own, contributed, no doubt, to dismay the enemy; and, coupled with the conduct of the latter in the conflict, well entitled him to the honor of knighthood, subsequently conferred upon him by his sovereign. The merchants of London also presented him with a piece of plate, of the value of 100 guineas, in testimony of the high sense which they entertained of his conduct, and of the protection which he had proved himself capable of affording to the commerce of the country.

Early in October, 1797, Captain Trollope, who, in the preceding summer, had removed into the Russell, of 74 guns, was left with a small squadron to watch the Dutch Fleet in the Texel during the absence of Admiral Duncan, who had proceeded to Yarmouth Roads to refit his ships. The enemy availed themselves of this opportunity to put to sea; but, by the vigilance of Captain Trollope, the British Commander-in-Chief was immediately apprised of their sailing, and soon encountered them *. This essential service rendered by our

* Admiral Duncan had cruised off the Texel during the whole of the preceding summer; but having occasion to put into Yarmouth Roads to refit his fleet, the Dutch Admiral de Winter availed himself of the opportunity to put to sea; which was intimated to the British commander early on the morning of the 9th Oct., by a signal from the Black Joke lugger, sent for that purpose by Captain Trollope. The fleet immediately got under weigh, and on the morning of the 11th, obtained sight of the enemy, whose force consisted of four 74-gun ships, seven 64's, four 50's, two 44's, two frigates, and six smaller vessels. Admiral Duncan's fleet, including the squadron of observation, was composed of the following ships:—

	Guns.	
Venerable	74	Admiral Adam Duncan, Captain Edward O'Brien.
Monarch	74	Vice-Admiral Richard Onslow, Captain William Geo. Fairfax.
Russell	74	Henry Trollope.
Montagu	74	John Knight.
Triumph	74	William Essington.
Bedford	74	Sir Thomas Byard.
Powerful	74	Wm. O'Brien Drury.
Agincourt	64	John Williamson.
Ardent	64	Rich. R. Burgess.
Belliqueux	64	John Inglis.

officer, was thus acknowledged by Admiral Duncan ;—" Captain Trollope's exertions and active good conduct, in keeping

	Guns.	
Director	64	William Bligh.
Lancaster	64	John Wells.
Monmouth	64	James Walker.
Veteran	64	George Gregory.
Adamant	50	William Hotham.
Isis	50	William Mitchell.

Beaulieu, Circe—frigates. Martin, sloop.

As Admiral Duncan approached near, he made the signal for the fleet to shorten sail and form in close order. Soon after he saw the land between Camperdown and Egmont, about nine miles to leeward of the enemy; and finding there was no time to be lost in making the attack, at half past eleven he made the signal to bear up, break the enemy's line, and engage them to leeward, each ship her opponent; and by these means he got between them and the land, whither they were fast approaching. Admiral Duncan's signals were obeyed with great promptitude. Vice-Admiral Onslow, in the Monarch, bore down in a most gallant manner on the enemy's rear, and was followed by his whole division. About half past twelve he broke through the enemy's line, passed under the Dutch Vice-Admiral's stern, and engaged him to leeward. Admiral Duncan intending to engage the Dutch Commander-in-Chief, was prevented by the States General of 76 guns, bearing a blue flag at the mizen, shooting close up with him; the Admiral therefore ran under his stern, engaged him close, and soon forced him to quit the line. The Venerable then fell alongside of the Dutch Admiral, who was for some time well supported, and kept up a very heavy fire. At one o'clock the action was pretty general, except by two or three van ships of the enemy's line, which got off without the smallest apparent injury, and entered the Texel the following day. The action continued with unabating fury for near two hours and a half, when all the masts of the Dutch Admiral's ship went by the board; she was, however, defended for some time after in a most gallant manner; but at length, finding all further resistance vain, struck her colours to the Venerable. Admiral de Winter himself being, it is said, the only man left on the quarter deck who was not either killed or wounded.

About the same time the Dutch Vice-Admiral appeared dismasted, and surrendered to the Monarch. Several others of the enemy had likewise struck; but the Admiral finding himself in only nine fathoms water, and but five miles from the land, had his attention so much occupied in getting the heads of the crippled ships off shore, that he was not able to distinguish the number which were captured; and the wind blowing constantly on the land, the British ships were unavoidably dispersed. Some of the vessels which had struck, took advantage of the night to escape; and two or three of them were seen going into the Texel the following morning.

sight of the enemy's fleet until I came up, have been truly meritorious, and I trust will meet a just reward."

On the 30th of the same month, his late Majesty, being anxious to visit his victorious fleet, embarked at Greenwich on board the Royal Charlotte yacht, commanded on the occasion by Captain Trollope: and his attendants having gone on board two other yachts, the whole got under weigh, but

The ships, however, which were secured, were seven sail of the line, two of 56 guns, and two large frigates; the Delft, of 56 guns, foundered; one of the frigates was also lost; the other was driven on the coast of Holland, and retaken.

A more bloody conflict than this is not recorded in the naval history of Britain since the famous Dutch wars. The loss sustained in killed and wounded on board nine ships only of Admiral Duncan's fleet, was upwards of 700. The only officer of note killed was Captain Burgess, of the Ardent, who led his ship into action in the most gallant manner, and fell most nobly supporting his brave Admiral, one of whose seconds he was *. The carnage on board of the Dutch ships must have been dreadful, if we are to judge from the destruction made on board the two which bore the Admirals' flags, each having not less than 250 killed and wounded.

The Dutch Vice-Admiral Reintjies was severely wounded, and died soon after his arrival in England.

The wind continuing to blow strong, and in general on the enemy's coast, it was with some difficulty that Admiral Duncan could keep off the land, and get over to the British coast; many of his own ships, particularly the Venerable and Monarch, as well as the prizes, being in so bad a condition. The gallant Admiral, however, arrived at the Nore on the 16th of the same month, with the trophies of his glorious victory, and on the following day was raised to the peerage, by the titles of Baron Duncan of Lundie, and Viscount Duncan of Camperdown. At the same time Vice-Admiral Onslow was created a Baronet; gold medals were struck to commemorate the victory, and presented to the several commanding officers, to be worn in the same manner as those given on Earl Howe's victory †.

The thanks of both Houses of Parliament were voted to the fleet. The city of London presented Lord Duncan with its freedom, and a sword of 200 guineas value; and to Sir Richard Onslow the freedom, and a sword valued at 100 guineas ‡.

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* Captain Burgess, as an officer, was highly esteemed and respected; his death, though glorious, became a public loss. In private life he was beloved; so was his fate lamented by his friends.

† See p. 75, *et seq.*

‡ Admiral de Winter died at Paris, June 2, 1812; the Dutch Vice-Admiral died in London, of a chronic disease.

owing to a foul wind did not proceed farther than the Hope, below Gravesend. In the evening of the 31st, the signal was made to weigh in order to return; and at 8 o'clock the yachts anchored off Gravesend: the next day they arrived off Greenwich.

Previous to his landing, the King conferred upon Captain Trollope the honour of knighthood as a Knight Banneret; but in consequence of some peculiarities in the nature of the Order, it was afterwards settled by the Privy Council, that a Knight Banneret could only be made in the field, where a battle had actually been fought, in which the person so created had borne a part.

When his Majesty first signified his intention of knighting him, Captain Trollope modestly begged leave to decline that honour; but being at length formally introduced by Earl Spencer, as First Lord of the Admiralty, the King performed the ceremony, and then bowed in the most courteous manner, saying, "Rise, Sir Henry Trollope, I wish you health and long life." He had previously thanked him in the most gracious manner, in his own name, and that of the kingdom, for his previous gallant conduct.

On the 19th Dec. following, their late Majesties and all the royal family went to St. Paul's cathedral, to return thanks for the great victories obtained over the French, Dutch, and Spanish fleets; on which occassion Sir Henry Trollope was one of the officers who walked in the procession *.

In the following year, Sir Henry Trollope, continuing in the Russell, served with the Channel Fleet; and during the remainder of the war, he commanded the Juste, an 84-gun ship, on the same service. He was promoted to the rank of Rear-Admiral, Jan. 1, 1801; Vice-Admiral, Nov. 9, 1805; Admiral, Aug. 12, 1812; and created an extra K. C. B., May 20, 1820 †.

Our officer married, about the year 1782, Miss Fanny Best, a native of London, but who had been educated at Brussels.

A representation of the Glatton's engagement with the squadron of French frigates, by H. Singleton, was exhibited at the Royal Academy in 1804.

* See p. 62.

† See note §, at p. 116.

JOHN WICKEY, Esq.

Admiral of the White.

This officer was promoted to the rank of Post-Captain, Aug. 22, 1781; Rear-Admiral, Jan. 1, 1801; Vice-Admiral, Nov. 9, 1805; and Admiral, Dec. 4, 1813. Towards the close of the American war, he commanded the Rotterdam, of 50 guns; and during a part of the war with the French republic, the Cambridge an 80-gun ship, bearing the flag of the Port Admiral at Plymouth.

JOHN FISH, Esq.

Admiral of the White.

This officer was made a Post-Captain, Aug. 23, 1781; Rear-Admiral, Jan. 1, 1801; Vice-Admiral, Nov. 9. 1805; and Admiral, Dec. 4, 1813.

SIR JOHN KNIGHT,

Admiral of the White; Knight Commander of the most honourable Military Order of the Bath.

This officer embarked with his father, the late Rear-Admiral Knight, at a very early period of life, and served in the Tartar frigate on the expeditions against Cancalle *, Cher-

* On the 1st June, 1758, the Tartar sailed from Spithead, in company with a squadron of ships of war, and a large fleet of transports, &c., under the orders of the Hon. Commodore Howe, having on board a considerable train of artillery, and several thousand troops, commanded by the Duke of Marlborough, on an expedition against the coast of France. On the morning of the 5th, the armament entered Cancalle Bay, where a body of troops were disembarked under cover of some of the small vessels of war. On the 6th, the remainder were landed; and on the following day, the

bourg, &c.; and was with the squadron under Lord Anson, which escorted his late Majesty's consort to England, in the

whole army, excepting one brigade, which remained at the village of Cancalle to secure a retreat, marched to the neighbourhood of St. Maloes. In the evening, the Duke of Marlborough reconnoitred the town; and observing that the suburbs, with the store-houses and ships in the basin, were entirely unprotected by its cannon, he determined to destroy them. As soon as it was dark, a detachment of the army was ordered to proceed on this service, furnished with hand grenades and other combustibles. By midnight the ships were in flames; and being aground, the fire soon communicated to the magazines, which were filled with naval stores. The conflagration now became general, and they burnt with great fury all night, and most of the succeeding day. The loss the enemy sustained on this occasion, was computed at 800,000*l.* sterling.

The number and force of the French King's ships burnt, were as follows: one of 50 guns, two frigates, and two corvettes, on the stocks; one new frigate completely rigged; and three corvettes ready for sea, laden with stores. Sixty-seven sail of merchantmen, six sloops, and many small craft, were also destroyed.

The army having re-embarked on the 11th, the fleet proceeded to Cherbourg, and the necessary preparations were made for a descent; but the weather becoming very tempestuous, the Commodore found it necessary to return to Spithead.

The fleet having refitted and prepared for a second expedition to the enemy's coast, sailed from St. Helen's on the 1st Aug.; but, experiencing bad weather, it did not anchor in Cherbourg Road until the 6th. The enemy, to guard against an attack, had erected several batteries, which greatly annoyed the ships. The next morning the Commodore, and Lieutenant-General Bligh, who had taken the command of the troops, the Duke of Marlborough having been appointed to that of the army in Germany, reconnoitred the shore, and judged it necessary to move the fleet into Marais Bay, about two leagues to the westward of Cherbourg. On the 8th the debarkation was completed under cover of the frigates, sloops, &c., which were ranged along the shore, and keeping up a heavy fire, obliged the enemy to abandon their entrenchments. The army immediately pushed on to Cherbourg, which place they found deserted by the French, and entered it without opposition. The fort and town being secured, orders were given to demolish the piers at the entrance of the harbour, the basin, magazines, stores, and batteries. One hundred and sixty-three iron guns, and three mortars, were either rendered useless or thrown into the sea, together with a great number of shot and shells. By the 15th the demolition of Cherbourg was completed, and the next day the army re-embarked without molestation. Twenty-two brass cannon, and two mortars of the same metal, were put on board two of the enemy's ships, and conveyed to England. Eighteen other vessels were either burnt, or sunk across the entrance of the harbour. Not more than 20 men were

month of September, 1761. During the long calm that preceded the war with the colonies, we find him assisting in the maritime survey of the coast of North America.

killed, and 30 wounded, on this service. On the 17th, the fleet sailed for England, and two days after came to an anchor in Portland Roads.

On the 31st of the same month, the fleet sailed again for the coast of France; and on the 3rd Sept. having come to an anchor in the Bay of St. Lunaire, about two leagues to the westward of St. Malo, the troops were landed without opposition. The next day, the General sent a detachment of 500 grenadiers to the small town of St. Briac, just above St. Malo, where they burnt about twenty small vessels, and destroyed some batteries. Upon examining more narrowly the state of St. Malo, it was found to be so strongly fortified, and supplied with so numerous a garrison, that the force which General Bligh had brought against it, was by no means considered adequate to reduce it; and, in a council of war, held on the 6th, the Commodore gave it as his opinion, that by reason of the very bad anchorage, the ships of war could not approach near enough to the town to bombard it, without great hazard of their being lost; and for the same reason it would be necessary to move the fleet into St. Cas's Bay, in order to re-embark the troops. On the 27th, the army decamped from before St. Malo; but was so dilatory on its march, that the French had time to collect a considerable body of troops, who not only harassed them, but, getting possession of the village of St. Cas, greatly impeded the embarkation; most probably the whole army would have been cut off, had not a brisk and well-directed fire from the frigates and bombs for some time checked the progress of the enemy; but Major-General Drury having injudiciously ordered a detachment to dislodge a party of the French who had taken possession of a wood, obliged the vessels to cease firing, lest they should strike our own men. The enemy availed themselves of the interval to pour down in great numbers on the beach, where they attacked our remaining troops, who made a most obstinate defence, until overpowered by numbers, when they dispersed and fled. Some attempted to swim off to the boats; but, unluckily the sailors, contrary to their usual intrepidity on such occasions, shewed a reluctance to pull in shore, lest the fire from a French battery should destroy them. Commodore Howe no sooner observed the backwardness of the boats, than he ordered his barge to be rowed amidst the thickest of the fire: by this heroic example the sailors became animated, all fear vanished, and the lives of many brave men were saved. A great number, however, perished; and the carnage would have been still more dreadful, had not the Commodore ordered the frigates to stop firing, upon which the enemy gave quarter. Many officers of distinction were killed, wounded, and made prisoners: among the first were Major-General Drury and Sir John Armitage. The Captains Rowley, Maplesden, Paston, and Elphinstone, who under Captain Duff superintended the re-embarkation, were made prisoners. The loss sustained on this disastrous occasion amounted to 822 men, mostly the flower of the British army. A few days afterwards the fleet returned to England.

In 1775, Mr. Knight was second Lieutenant of the Falcon, commanded by Captain John Linzee, in which sloop he arrived at Boston three days previous to the fight at Lexington. The Falcon was one of the vessels that covered the attack on Bunker's Hill; some time after which event, Lieutenant Knight had the misfortune to fall into the hands of the enemy, when attempting to bring off an American vessel that had been driven ashore.

After a residence of several months, on parole, at Northampton and South Hadley, in the province of Massachusetts, an exchange of prisoners took place, about Dec. 1776, and our officer once more returned to the duties of his profession. In Feb. 1777, he was appointed by Lord Howe to the command of the Haerlem, of 12 guns and 65 men; and his judicious and spirited conduct, in entering an enemy's port, and taking from thence several small vessels, was so much approved, that that nobleman directed his personal share of the prize-money to be distributed among the immediate captors.

In the month of July, 1778, the Haerlem fell in with the French fleet under Count d'Estaing, and narrowly escaped capture, having received several shot from a 50-gun ship, then in chace of a British frigate. Lieutenant Knight immediately gave intelligence of his falling in with the enemy to the Commander-in-Chief; and was thereupon removed into the Eagle, of 64 guns, bearing the flag of Lord Howe, with whom he returned to England in the ensuing October.

Towards the conclusion of the American war, Mr. Knight had the good fortune to be appointed First Lieutenant of the Barfleur, of 98 guns, the flag ship of Rear-Admiral Sir Samuel Hood, on the Leeward Island station: and to that excellent officer he owed his advancement to the rank of Post-Captain, Sept. 21, 1781; on which occasion he was appointed to the Shrewsbury, of 74 guns, her former commander, Captain Mark Robinson, having lost a leg in the action with the French fleet, off the Chesapeak *, on the 5th of the same month. Our officer remained with Sir Samuel Hood, and was present at all his brilliant achievements in the years 1781 and 1782.

* See note at p. 133.

In such estimation were Captain Knight's abilities at this time held, that, in the hour of battle with M. de Grasse's superior fleet at St. Kitt's *, the Rear-Admiral thought it proper to remove him from the Shrewsbury, to command his own flag-ship, the Barfleur.

On the evening of the memorable 12th April, 1782 †, Captain Knight received, and presented to his Admiral, the sword of Count de Grasse, and those of all the surviving officers of the Ville de Paris. A few days after the action, Sir Samuel Hood was detached in pursuit of the beaten enemy; and on the 19th came up with, and captured, two ships of 64 guns each, together with a frigate and a sloop ‡.

For six months preceding the peace of 1783, Prince William Henry performed the duty of a Midshipman in the Barfleur, a portion of each day being allotted, by the Admiral's desire, for a particular part of naval education and study under Captain Knight, from whose tuition H. R. H. derived *acknowledged* advantage.

When the account of a cessation of hostilities had reached Jamaica, in March 1783, Lord Hood permitted the Prince to visit Cape François, and the Havannah. H. R. H. was received at both places with every mark of distinction and politeness. After which, his Lordship returned to England with the squadron under his command, and arrived at Spithead on the 26th June, in the same year.

It being a period of profound peace, Captain Knight remained without any appointment until the year 1790; when, on the appearance of a rupture with Spain, Lord Hood again hoisted his flag, and our officer received the flattering compliment of being appointed his Lordship's Captain, in the Victory of 100 guns, which he continued to command until the final adjustment of the dispute with Spain, and that which subsequently took place between Great Britain and Russia, in 1791.

On the commencement of the war with the French republic, Lord Hood was immediately called forth to command a powerful fleet, destined for the Mediterranean; and

* See Retired Captain J. N. INGLEFIELD.

† See p. 35, *et seq.* ‡ See p. 37.

Captain Knight was again selected to accompany him. In the fatigues of service at Toulon * and Corsica †, he bore his full share, and received due encomiums from his noble patron, with whom he returned to England in the month of December, 1794. In the month of May following, his Lordship had prepared to resume his command, when most unexpectedly he was ordered to strike his flag, which was never after hoisted ‡. Captain Knight, however, continued to command the Victory as a private ship, and on the 25th May, sailed from St. Helen's in company with a squadron commanded by Rear-Admiral Mann, and the trade for the Mediterranean.

In the partial action which took place between the British and French fleets, July 13, 1795 §, the Victory particularly distinguished herself, as will appear by the following extract from Admiral Hotham's official despatches. "*If the result of the day has not been so completely satisfactory as the commencement promised, it is my duty to state, that no exertions could be more unanimous than those of the fleet under my command; and it would be injustice to the general merit of all, to select individual instances of commendation, had not superiority of sailing placed some of the ships in an advanced situation, of which they availed themselves in the most distinguished and honourable manner; and amongst the number was the* Victory, *having Rear-Admiral Mann on board, who had shifted his flag to that ship upon this occasion.*"

In the month of December following, Sir John Jervis having hoisted his flag on board the Victory, Captain Knight returned to England across the coutinent; and on his arrival was appointed to command the Montagu, of 74 guns, belonging to the North Sea fleet. Nothing material occurred until the spring of 1797, when it was discovered that the mutiny at Spithead ‖ had spread its deleterious contagion through the ships employed under the orders of Admiral Duncan; for on that officer putting to sea, to cruize off the back of Yarmouth Sands, the Montagu and Nassau refused to weigh their an-

* See pp. 46, 60. † See Admiral W. Wolseley.

‡ Viscount Hood was subsequently appointed Governor of Greenwich Hospital; his Lordship died at Bath, Jan. 27, 1816.

§ See Admiral Sir John Sutton.

‖ See Vice-Admiral Edmund Griffith Colpoys.

chors, under pretence of being in the course of payment. This sad example was followed in a few days by the rest of the squadron, leaving with the Admiral only the Venerable and Adamant. The mutinous ships proceeded to the Nore, where they joined others likewise in a state of insubordination *.

* The mutineers, in imitation of what had been done at Portsmouth, chose two delegates from every ship, of whom a man of the name of Richard Parker was appointed president; besides these, there was, in each vessel, a committee consisting of twelve men, who determined, not only all affairs relative to the internal management of the ship, but decided upon the merits of the respective delegates. On the 20th May, they sent a statement of their demands to Vice-Admiral Buckner, to be by him transmitted to the Admiralty; to which they peremptorily demanded compliance, as the only terms upon which they would return to obedience. To these demands, on the 22d May, the Lords Commissioners of the Admiralty replied, refusing the principal part of them, and promising forgiveness to them, if they should yet return to their duty. After the Vice-Admiral had delivered this reply to the delegates of the fleet, they were allowed only ten minutes to consider and return an answer; in place of doing which, they took to their boats, went into the harbour, and brought out all the gun-boats there to the Great Nore. After they had passed the garrison of Sheerness, the gun-boats all fired at the fort, not, as they said, with an intention of doing any damage, but to show their defiance of it. The determination of the delegates, in consequence of the above answer from London was, "That nothing could be settled till three of the Board of Admiralty came down to Sheerness."

On the 23rd, the mutineers at the Nore struck the flag of Vice-Admiral Buckner on board the Sandwich, and hoisted the red flag, the symbol of mutiny, in its stead. They also compelled all the ships which lay near Sheerness to drop down to the Great Nore, in order to concentrate the scene of their operations.

On the 24th, the seamen received another letter, repeating the offer of pardon; to which a peremptory refusal was sent, signed by Richard Parker, their president.

At the commencement of the mutiny, the delegates came every day to Sheerness, where they held conferences, and paraded the streets and garrison. Parker, who was considered as the rebel Admiral of the Fleet, marched at the head of these processions, which were accompanied with music and flags, and had a triumphal appearance, calculated to make new converts to their illicit proceedings. The delegates and committee-men went on shore and returned on board as they pleased. This indulgence was soon put an end to, by the arrival of Lord Keith and Sir Charles Grey, who had been sent down to superintend the naval and military proceedings in that quarter.

On the 27th, fourteen of the delegates went up the river Thames, to

The whole rebel force at that anchorage on the 6th June, consisted of the Sandwich, of 90 guns; the Montagu, 74;

persuade the crews of the King's ships lying in Long Reach to drop down to the Nore; they were fired at by the fort below Tilbury; and having landed at Gravesend, were taken into custody by the loyal inhabitants of that town; but on some pretence soon after recovered their liberty, when they prevailed on the crew of the Lancaster to join them in the mutiny.

Matters had now risen to such an alarming height, that a deputation of the Lords of the Admiralty thought proper to go down to Sheerness. On the 29th, their lordships held a board at Commissioner Hartwell's house; the delegates were sent for, and every conciliatory measure tried to induce the seamen to return to their duty; a declaration was read on board of all the mutinous ships; but this, and all the expostulations of their lordships, proved ineffectual: and finding, that instead of being inclined to submission, the mutineers grew more insolent and disobedient, the deputation returned to town, first signifying to the seamen that they were to expect no concessions whatever further than what had already been made by the legislature, the benefit of which they might yet enjoy on returning to their duty.

The seamen now began to perceive their desperate situation, and proceeded to take measures which indicated a design either to secure their present situation, or to seek safety by flight; some of the most violent among them suggested the idea of carrying the ships to the enemy; but the majority revolted at so treacherous a proceeding, though even adopted to save their lives; declaring, that a redress of grievances was their primary, and should be their ultimate object.

With a view of extorting compliance with their demands, they ordered the Standard, Brilliant, Inspector, and Swan, to moor across the Thames, in order to prevent a free passage up and down the river to the London trade. The ships of neutral nations, colliers, and a few small craft, were suffered to proceed, having first received a passport, signed by Richard Parker, as president of the delegates.

In order to concentrate their force, the line-of-battle ships were drawn up in a line, at about half a mile distant from each other, and moored with their broadsides a-breast. In the space between the ships of the line, the merchantmen and other vessels which had been detained, were moored. As all communication was stopped with the shore, the mutineers supplied themselves with water and provisions from these vessels; a party also landed on the Isle of Grain, and carried off a number of sheep and other provisions, giving in return bills drawn on the Admiralty.

The delegates ordered the ships of war to be supplied with stores out of the Grampus, which had been laden with naval and ordnance stores for the fleet in the West Indies. Notwithstanding the enormity of their offence against the laws of discipline and the articles of war, the deportment of the seamen to their officers, with some exceptions, was respectful *.

* The Surgeon of the Montagu was tarred and feathered, then rowed

ten 64's; two 50's; five frigates, and seven smaller vessels; and for some time the most fatal result was apprehended

On the 4th June, being the Sovereign's birth-day, the whole fleet evinced its loyal disposition by firing a royal salute, and displaying the colours usual upon such occasions; the red flag was however kept flying.

Upon the return of the Lords of the Admiralty to town, a cabinet council was immediately held, when it was determined to employ the most vigorous measures to reduce the rebels. A proclamation was issued for the suppression of the mutinous and treasonable proceedings of the crews of certain of his Majesty's ships at the Nore, at the same time offering pardon to all such as should immediately return to their duty.

On the 6th June two bills were brought in, passed through both houses of parliament, and received the royal assent: one, "for the better prevention and punishment of attempts to seduce persons serving in his Majesty's forces by sea or land, from their duty and allegiance, or to entice them to mutiny or disobedience." The other, "for the more effectually restraining intercourse with the crews of certain of his Majesty's ships now in a state of mutiny and rebellion, and for the more effectual suppression of such mutiny and rebellion."

The most active measures were at the same time taken to compel the rebellious crews to submit; the shores on both sides were lined with batteries; the forts of Tilbury, Gravesend, and Sheerness, were furnished with furnaces for red hot shot. The buoys at the Nore and along the coast were removed. The Neptune, of 98 guns, commanded by Sir Erasmus Gower as Commodore, manned with volunteers, raised by subscription of the merchants of London; with the Lancaster, of 64 guns, whose crew had returned to their duty, accompanied by the Agincourt, and several gun-boats, were ordered to drop down the river, and proceed to attack the rebels.

The firmness of the mutineers began at length to be a little shaken, and they determined to try to effect a reconciliation with government through the medium of the Earl of Northesk; their demands, however, were rejected as exorbitant and unreasonable. Captain Knight, whom they had permitted to go on shore, carried down the refusal of the Lords of the Admiralty.

All hopes of accommodation being now at an end, measures were taken by Lord Keith and Sir Charles Grey to attack the fleet from the works at Sheerness, with gun-boats, &c.; but fortunately, on the 9th June, symptoms of disunion appeared among the mutineers, which rendered the application of force unnecessary. On that day the Repulse and Leopard made their escape, the latter up the Thames; but the Repulse unfor-

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through the fleet, with some other officers who were obnoxious to the mutineers, and afterwards sent on shore. Two midshipmen of the Ardent were ducked, and four of the best seamen on board the Brilliant severely flogged, for speaking disrespectfully of the delegates.

from this lawless combination. Happily, however, the firmness evinced by the constituted authorities removed the

tunately ran a-ground, and in that helpless situation was pursued and fired upon in a most brutal manner by the Monmouth and Director; happily no lives were lost; Lieutenant Delanoe lost his leg, and a seaman was wounded. At night the Ardent effected her escape, but not without loss, having several of her crew killed and wounded by the Monmouth's fire.

Confusion and discord now pervaded the rebel councils; and it was evident that the combination was falling to pieces. On the 10th several other ships struck the red flag, and the trade was allowed to pass up the Thames. On the 12th, most of the ships followed their example, and signified a desire of returning to obedience; only seven having then the flag of defiance flying.

The next morning the Agamemnon, Standard, Nassau, Iris, and Vestal, deserted the rebels, and went up the Thames, or under the guns at Sheerness; the crews however of these vessels were far from being unanimous, as several men were killed or wounded in the struggles which took place on board them, between the partisans of the officers and those of the delegates.

The following day the crews of all the ships intimated an inclination to submit, provided a general pardon should be granted. The crew of the Sandwich was particularly desirous, and Parker did not oppose this spirit—a spirit greatly accelerated by the arrival on board of Lieutenant Mott, with the proclamations, acts of parliament, &c. of which the men complained they had been kept in ignorance till that period. In the course of the evening they resolved to submit and accept of the King's mercy, conceiving, no doubt, that it would be extended to those who had not known to what extent they had offended. In this state the crew of the Sandwich carried the ship to the Little Nore the next morning; upon which the Port-Admiral sent his boat with a guard of soldiers to arrest Parker, and bring him on shore: as soon as he had heard that a boat was come alongside for him, he surrendered himself to four of the ship's crew to protect him from the outrages of the rest of the seamen, whose vengeance he feared; upon this the officers of the Sandwich delivered him and a delegate by the name of Davies, who had acted as captain under him, with about 30 more of the ringleaders, into the hands of the soldiers; these were landed amidst the hisses of the surrounding multitude, and committed to the BlackHole in the garrison of Sheerness. On the first appearance of the soldiers, one of the delegates, Wallace, shot himself dead, and was afterwards buried in the highway.

On the 22d of the same month, Richard Parker was tried by a Court-Martial, assembled on board the Neptune, off Greenhithe; and on the fourth day of the trial the following sentence was pronounced. "That the whole of the charges are fully proved; that the crime is as unprecedented as wicked; as ruinous to the navy, as to the peace and prosperity of the country: the Court doth therefore adjudge him to death; and he is

impending evil; and the spirited and glorious conduct of these misguided men, in the subsequent action with the Dutch fleet, an account of which will be found in our memoir of Admiral Sir Henry Trollope, completely wiped away the disgrace incurred by their late proceedings.

Subsequently to the battle of the 11th October, our officer enjoyed a separate command on the coast of Ireland; after which he served in the Channel Fleet, and on the Mediterranean station, under Lords St. Vincent, Bridport, and Keith. In August, 1799, Captain Knight returned from the latter station, and for some time commanded the advanced squadron before Brest. On this service the Montagu's boats made more than one successful attack on the enemy's coasting vessels *.

January 1st, 1801, Captain Knight was advanced to the rank of Rear-Admiral of the Blue; but did not serve again during the remainder of the war.

In the month of April 1805, the Rear-Admiral's flag was flying on board the Queen, of 98 guns, under orders for the Mediterranean; and in the summer of that year he succeeded to the command at Gibraltar, on the resignation of Sir Richard Bickerton; and hoisted his flag on board the Guerrier guard-ship, at that place.

Our officer was promoted to the rank of Vice-Admiral,

ordered to suffer death accordingly, at such time and place as the Lords Commissioners of the Admiralty, or any three of them, shall appoint."

On the 29th June, Parker was executed on board the Sandwich; he died very penitent and with great composure; acknowledging the justice of the sentence under which he suffered, and expressing a hope that his death might be deemed a sufficient atonement, and save the lives of others. He solemnly denied having the least connection or correspondence with any disaffected persons on shore, and declared, that it was chiefly owing to him that the ships had not been carried into an enemy's port.

The Court-Martial continued sitting and trying the other mutineers, more than a month, during which time a great number received sentence of death; several were flogged through the fleet, and others imprisoned in the Marshalsea. Many of the ringleaders were executed; a considerable number remained under sentence, confined on board the prison-ship in the river Thames; but on the signal victory obtained by Admiral Duncan over the Dutch fleet, on the 11th Oct., the King sent a general pardon to these unhappy men.

* See Captain G. W. H. KNIGHT, in our next volume.

Nov. 9, 1805; Admiral, Dec. 4, 1813; and nominated a K. C. B., Jan. 2, 1815. He married a daughter of the late Hon. Col. Peter Foy, who was Judge of the Superior Court of Massachussets, previous to the revolt of the colonies. By that lady he has had a numerous family. Two of his sons are officers in the navy: several of his daughters are married.

To Sir John Knight's peculiar abilities, in addition to his professional talents, the public are much indebted for his nautical observations, in many valuable charts of America, the Mediterranean, British Channel, &c.

SIR EDWARD THORNBROUGH.

Admiral of the White; Knight Commander of the most honourable Military Order of the Bath; and a Vice-President of the Naval Charitable Society.

This officer is a native of Devonshire. We are not acquainted with the particulars of his services previous to 1775, in which year he proceeded to America in the Falcon sloop, as First Lieutenant, and arrived at Boston three days before the fight at Lexington, which was the first act of open hostility committed by the rebellious colonies †. The Falcon was also

* The late Captain Wm. Robt. Broughton, who died at Florence, on the 12th March, 1821, was a Midshipman in the Falcon, and taken prisoner with Lieutenant Knight, in whom he ever afterwards found a steady patron. Captain Broughton being some years afterwards employed on a voyage of discovery, found an island in lat. 48° S., long. 166° 44′, to which he gave the name of Knight's Island, as a compliment to his friend.

† The year 1775 forms a memorable epoch in the annals of Great Britain, as it presents the commencement of that war, which terminated in the loss of her North American colonies. A petition and remonstrance from the provincials met in Congress, having been rejected by the English ministry, on the ground of its want of constitutional form, and a military force ordered to reduce the refractory to obedience, that assembly proceeded to discipline and arm the militia of the colonies, and to stand on the defensive. It was not long before the certain result of this state of irritation displayed itself at Lexington, where a detachment of troops on their way to destroy a quantity of military stores, collected by the Americans at the town of Concord, were opposed by a body of militia; and a skirmish ensued, which ended in the regulars being compelled to retreat, with the loss

one of the ships that covered the attack on Bunker's Hill, a which place the Americans had collected in great force under General Putnam, and thrown up some strong redoubts. General Gage, who commanded in Boston, ordered the Generals Howe, Clinton, and Pigot, with about 2000 troops, to attack the enemy's works, which were carried at the point of the bayonet, after an obstinate resistance. It was, however, a dear bought victory; 226 of the British were slain, 19 of whom were commissioned officers, and upwards of 800 wounded. Only 30 wounded rebels and a few pieces of cannon were taken. This affair caused the flame of war to blaze over the whole continent of America *.

We next find Lieutenant Thornbrough engaged in an attempt to bring off a schooner that had been chaced by the Falcon into Cape Ann Harbour, where she ran aground. On the boats boarding her, the Americans opened a heavy fire from the shore, by which 3 men were killed, and several wounded; among the latter was Lieutenant Thornbrough, who was conveyed back to the Falcon in the only boat that had escaped destruction from the enemy's shot. The remainder of the party, 36 in number, having expended all their ammu-

of 273 officers and men, killed, wounded, and prisoners. The loss of the rebels was stated at only 60.

This affair, which occurred on the 19th April, summoned the whole province of Massachussets to arms; upwards of 20,000 militia invested Boston; the highest indignation was excited in the other colonies; and preparation for war became the general cry. The congress met a second time at Philadelphia on the 10th May, and their first measures were resolutions for raising an army, and for the issue of a paper currency for its payment, on the security of the United Colonies.

* The battle of Bunker's Hill, June 17th, 1775, rendered the power of Great Britain much less formidable in the eyes of the colonists, than it had been before; and the Congress proceeded formally to justify its proceedings, in a declaration, setting forth the causes, and the necessity of their taking up arms; in which they alluded to foreign aid, as being attainable; but affirmed, that they had no wish to dissolve the connexion with the mother country, unless they should be forced to do so, by continued hostility on her part. In the month of July, Georgia joined in the alliance, and sent its delegates to Congress, which now assumed the title of the *Congress of the Thirteen United Colonies*; and in compliance with the general wish, it appointed George Washington, Esq., a gentleman of fortune in Virginia, who had acquired experience in the command of different bodies of provincials during the French war, to be Commander-in-Chief of the American forces.

nition, and no means of regaining their ship, as every exertion to get the schooner afloat had failed, were obliged to surrender prisoners of war *.

Lieutenant Thornbrough afterwards served in the Flora frigate, and was promoted to the rank of Commander for his gallant conduct at the capture of la Nymphe, in August, 1780 †. He obtained Post rank on the 24th Sept. in the following year; and, in 1782, commanded the Blonde, of 32 guns, on the coast of America, which ship was unfortunately wrecked on the Nantucket shoals, when proceeding to Halifax with a prize, laden with masts for the French fleet. Captain Thornbrough and his crew constructed a raft, by which means they got to a barren and uninhabited island, where they continued for two days in the utmost distress; providentially two American cruizers came in sight, and relieved them from their perilous situation. For the generous and humane treatment which Captain Thornbrough had shewn his prisoners, the enemy, as a return, landed him and his people near New York, at that time in possession of the English. The prize escaped the danger and got to Halifax.

Our officer's next appointment appears to have been to the Hebe, the finest frigate in the British navy, which he commanded upwards of six years, a period unexampled in time of peace. This circumstance may be accounted for, from the Hon. John Leveson Gower having hoisted his broad pendant in that ship, when he made the tour of the coasts with Prince William Henry, now Duke of Clarence. After the Commodore had struck his pendant, the Prince continued to serve as Lieutenant of the Hebe, until he was appointed to the command of the Pegasus ‡.

During the Spanish armament, Captain Thornbrough commanded the Scipio, of 64 guns; but an amicable adjustment of the dispute between the Courts of London and Madrid having taken place, that ship was paid off in the autumn of 1790, and we find no further mention of Captain Thornbrough until the commencement of the war with the French republic, when he was appointed to the Latona, of 38 guns, in which frigate he captured several of the enemy's privateers.

On the morning of the 18th Nov., 1793, our officer disco-

* See p. 157. † See p. 33. ‡ See p. 7.

vered a French squadron, consisting of six sail of the line, two frigates, and two smaller vessels, which circumstance he immediately communicated to Earl Howe, with whom he was then cruizing. Chace was instantly given; but the enemy being considerably to windward, and the weather thick and squally, they ultimately effected their escape. At noon, the Latona was so far a-head as to engage the frigates; and at four P. M. would have cut one of them off, had not two of the French line-of-battle ships, bore down and prevented her. They passed so near to the British frigate as to discharge their broadsides at her, but without causing any injury. Captain Thornbrough most gallantly luffed up, and returned their fire with great effect; and, according to the account given by the prisoners taken on board a recaptured vessel soon afterwards, killed and wounded a number of their people. The Bellerophon, Latona, and Phœnix, lost sight of the British fleet in the night, and found themselves on the next morning near four ships of the enemy's line; but being unsupported, they were reluctantly obliged to discontinue the chace.

To shew the high opinion the Admiralty had of the spirited conduct of Captain Thornbrough upon this occasion, on the arrival of the fleet at Spithead, Earl Howe received the following letter from the Board, which was ordered to be communicated to all the ships' companies:

"*Admiralty Office, Dec. 11th,* 1793.

"My Lord.—In return to that part of your Lordship's letter of the 30th ult., stating the spirited conduct of Captain Thornbrough, in the transactions on the 18th of the same month, and of the opportunity you had of observing the equal ardour shewn by the other Commanders and Captains of the fleet, on the same occasion; I am commanded by my Lords to signify their desire, that you should assure Captain Thornbrough, and the other Commanders and Captains of the fleet, of their Lordships' satisfaction in that testimony of their commendable exertions.

(Signed) "PHILIP STEPHENS.

"*To Admiral Earl Howe.*"

A few days subsequent to the above event, the Latona, in company with the Phaeton, captured la Blonde, a national vessel of 28 guns, off Ushant. In the following year, when

Lord Howe defeated the French fleet, she was stationed opposite the centre of the British line to repeat signals; a duty which Captain Thornbrough performed with his usual promptitude, and much to the satisfaction of the Commander-in-Chief.

In the course of the ensuing autumn, our officer removed into the Robust, of 74 guns, which ship afterwards formed a part of the squadron employed under the orders of the late Sir John Borlase Warren, in co-operation with the French royalists *. Although the expedition proved unsuccessful, yet no blame whatsoever attached itself to the British navy.

* It was in the month of June, 1795, that Commodore Warren left Yarmouth Roads, Isle of Wight, with three ships of the line, six frigates, and a number of smaller vessels of war, having under his protection a fleet of fifty transports, on board of which were embarked a body of emigrants, commanded by the Counts d'Hervilly and de Puisaye. On the 21st, the Galatea frigate, which had been sent into Quiberon Bay, on her return to join the squadron, was chaced by the French fleet. The Commodore immediately made the best disposition for the protection of his charge, and hastened to join Lord Bridport, whom he had the good fortune to discern the next morning in pursuit of the enemy; the Robust, Thunderer, and Standard, were ordered to join the fleet, but got up with it too late to have any share in the action. After being at sea sixteen days, Sir John Warren anchored with his squadron and the transports between Isle Dieu and that of Noirmoutier; but as this was not considered by the French officers a proper situation to disembark, they proceeded for Quiberon Bay, where they anchored on the 25th. On the 27th most of the emigrant troops were landed near the village of Cramac. At first about 200 Republicans shewed a disposition to oppose the disembarkation; but these were put to flight with some loss. The whole coast was soon alarmed; and the Republicans collecting in great force, (after several successful attacks,) compelled the Royalists to retreat into Fort Penthievre, and the peninsula of Quiberon, which had surrendered to M. d'Hervilly on the 3d of July. The whole force which occupied the peninsula amounted to about 12,000 men.

On the night of the 16th, M. d'Hervilly, at the head of about 5000 Royalists, made an attempt to carry by storm the Republicans' works and entrenched camp on the heights of St. Barbe, in which he was repulsed with considerable loss, and himself severely wounded.

Desertion from the emigrant army became at this time seriously alarming; indeed little else could have been expected, when it is considered that numbers of the men were enlisted from the French prisons. By these deserters General Hoche was informed of the exact state of the fort and royal army. On the night of the 20th, which was extremely dark and tempestuous, many of the emigrant soldiers who were on guard deserted; and being acquainted with the parole and countersign, conducted a large

For nearly three years from this period, the Robust was attached to the Channel Fleet, without being engaged in any service requiring particular attention. In the autumn of 1798, she was again placed under the orders of Sir John Warren, who had been selected to command a detachment sent to the coast of Ireland, for the purpose of intercepting reinforcements and supplies, with which the French had agreed to furnish the mal-contents in that kingdom.

body of the Republican troops unmolested into the fort. The instant the alarm was given, the garrison was thrown into the greatest scene of confusion; several of the emigrant soldiers grounded their arms, and shouted *Vive la Republique;* others abandoned or massacred their officers; the few who remained faithful fought with great desperation, and did not surrender till after a bloody and dreadful conflict.

The Emigrants, Chouans, and English in the fort, were about 10,000; most of whom were either killed or taken prisoners; among the number were the young Comte de Sombrieul, the Bishop of Dol, and several other emigrants of distinction, who were, contrary to the terms of capitulation agreed on by General le Moine, conducted by his orders to Nantz, where they were tried by a military tribunal, and sentenced to suffer death.

The morning after this dreadful affair, the boats of the squadron with great difficulty brought off upwards of 2000 royalists, under cover of the frigates.

Sir John Warren next proceeded to the islands of Hedic and Houat, of which he took possession without opposition. Having refreshed the troops, and left a sufficient number for their defence, with some ships of war to cover the retreat of the troops if necessary, he sailed to the attack of the island of Noirmoutier; but he here also found the Republicans so well prepared, that he was obliged to retire, after destroying two or three armed vessels, and then took possession of Isle Dieu, about five leagues to the southward of Noirmoutier.

Soon after the Commodore's arrival at this place, he was joined by the Jason frigate, Captain Stirling, having on board the Comte d'Artois, Duc de Bourbon, and several French noblemen. A fleet of transports also joined the squadron, with 4000 British troops on board, under the command of Major General Doyle, who were landed on the island with a great quantity of military stores, cloathing, &c. They remained here till the close of the year, when finding it utterly impracticable to attempt any further descent on the coast of France, they were re-embarked on board the transports and returned to England.

Thus ended this unfortunate expedition, by which the nation is supposed to have lost near 40,000 stand of arms, with cloathing for as many men; besides an immense quantity of stores, ammunition, &c. Six transports that arrived in the evening previous to the storming of Fort Penthievre, laden with provisions of every sort for the army, fell into the hands of the enemy.

On the 11th October, the Commodore being then off Tory island, fell in with the squadron under M. Bompart, consisting of la Hoche, of 78 guns, eight frigates, a schooner, and a brig. He immediately made the signal for a general chace, which was continued all day and the following night, in very unsettled and boisterous weather, during which the Anson lost her mizen mast. At five o'clock on the morning of the 12th, the enemy was seen a little distance to windward, the line-of-battle ship with her main top-mast gone. The enemy, notwithstanding, bore down, and formed their line in close order on the starboard tack. From the length of the chace, and in unfavourable weather, the British squadron became much spread, and it was seven o'clock before Sir John Warren had his ships sufficiently collected, when he made the signal for the Robust to lead, and the rest to form in succession. At twenty minutes past seven, Captain Thornbrough commenced the action, and was so ably supported by Captain De Courcy, in the Magnanime, that at eleven, the Hoche, after a most gallant defence, struck; upon which the frigates made sail, and were closely pursued for five hours, in a smart running fight, when after an obstinate resistance three of them surrendered: these were la Bellone, la Coquille, and l'Ambuscade. Captain Moore in the Melampus, parted company during the chace; and at midnight, on the 13th, came up with la Resolue, which struck without offering any resistance. L'Immortalité, of 44 guns, was in company, but made off as soon as she saw the fate of her consort, whom she did not attempt to assist.

After the action, the Robust and Magnanime continued with the prizes, the rest of the squadron having separated in the chace *. The disabled state of these ships, in addition to the severe weather which they encountered, created a considerable degree of alarm for their safety. The Robust and la Hoche put into Lough Swilly, where they refitted, and from thence sailed to Plymouth; while the Magnanime, with l'Ambuscade and la Coquille, were obliged to proceed round the north of Ireland; and after stopping at Belfast to repair their damages, also reached the same port.

* The force under Sir John Warren's orders, consisted of one 80-gun ship, two 74's, and five frigates.

This critical victory filled the nation with joy, and appears to have saved Ireland from the miseries of a new civil war. Parliament, fully sensible of its importance, honoured the squadron with a vote of thanks on the occasion, which was communicated by the Commodore to the Captains, officers, and men under his command.

In the month of Feb., 1799, Captain Thornbrough was appointed to the Formidable, of 98 guns; and about the same time obtained a Colonelcy of Marines. In May following, he proceeded to the Mediterranean, to reinforce the fleet under Earl St. Vincent, but does not appear to have remained long on that station, as in the ensuing autumn we again find him serving in the Channel.

Captain Thornbrough was advanced to the rank of Rear-Admiral of the Blue, Jan. 1, 1801; and, with his flag in the Mars, of 74 guns, commanded the in-shore squadron off Brest, alternately with Sir James Saumarez, during the remainder of the war. On the renewal of hostilities, in 1803, he was appointed to the command of a division of the North Sea fleet, under the orders of Lord Keith. In the Spring of 1806, his flag was on board the Prince of Wales, off Rochefort; and in 1808, we find him employed in guarding Sicily from the designs of the French, who at that time had complete possession of the Calabrias.

Our officer remained in the Mediterranean until about the spring of 1810, when he returned to England; and, in the ensuing summer, succeeded the present Sir James H. Whitshed, as Commander-in-Chief on the Irish station, where he continued during the usual period of three years. He was advanced to the rank of Vice-Admiral, June 9, 1805; Admiral, Dec. 4, 1813; and nominated a K. C. B. Jan. 2, 1815. In the course of the same year, Sir Edward was appointed to the office of Commander-in-Chief at Portsmouth, which he held until May 21, 1818.

Sir Edward Thornbrough has been twice married. By his first wife, who died at Exeter in 1801, he had several children, one of whom is a Commander in the Navy; another died after attaining the rank of Lieutenant. He married, 2dly, Dec. 4, 1802, to the daughter of Sir Edwin Jeynes, of Gloucester. That lady died at Bishop's Taunton, near Teignmouth, in December, 1813.

SAMPSON EDWARDS, Esq.

Admiral of the White.

This officer, when a Lieutenant, commanded the Canada schooner, on the Newfoundland station, where she was wrecked in a tremendous gale of wind. The next mention we find of him is May 28, 1781; on which day, being on a cruize on the Banks of Newfoundland, in the Atalante sloop, of 14 guns and 125 men, in company with the Trepassey, of 14 guns and 80 men, he fell in with, and was attacked by the Alliance, American frigate, of 40 guns and 250 men. An hour after the commencement of the action, Captain Smith, of the Trepassey, was killed; but Lieutenant King, on whom the command devolved, continued to defend that vessel until she was a complete wreck; he was then obliged to strike. Captain Edwards, in the Atalante, still maintained the fight with uncommon bravery; but his antagonist having no longer any other to contend with, compelled him also to surrender, after a battle of more than three hours, in which many of his men were killed, and the ship dreadfully cut up.

Our officer was promoted to the rank of Post-Captain, Oct. 16, 1781, and at the conclusion of the war with the colonies, commanded the Diana frigate. At the commencement of hostilities against France, in 1793, he was appointed to the Terpsichore, of 32 guns, and in that vessel assisted at the reduction of the French West India Islands *. He subsequently commanded the Veteran, 64, Impetueux, 78, and St. George, of 98 guns; and in the latter ship terminated his services as a Captain. He was advanced to the rank of Rear-Admiral, Jan. 1, 1801; Vice-Admiral, Dec. 13, 1806; and Admiral, June 4, 1814.

† See p. 19.

SIR JAMES SAUMAREZ,

Baronet; Vice-Admiral of Great Britain; Admiral of the White; Knight Grand Cross of the most Honourable Military Order of the Bath, and of the Royal Swedish Order of the Sword; Doctor of the Civil Law; a Vice-President of the Naval Charitable, and of the Naval and Military Bible Societies.

THE Norman descent, claimed by this family, is corroborated by its name, which is evidently of French extraction; and its founder is said to have followed the fortunes of William the Conqueror, from Normandy, and to have finally settled in the island of Guernsey. The original name was de Saumarez, and is continued to be used by the eldest branch; but a few years since, the *de* and *s* were both dropped by the younger branches in England, in order to give it a more anglicised appearance.

The subject of this memoir is the third son of the late Matthew Saumarez, of Guernsey, Esq. where he followed the profession of medicine with great reputation, by his second wife, Cartaret, daughter of James le Marchant, Esq. He was born in that island, March 11, 1757, and commenced his honourable career in the sea service as a Midshipman, in 1770, on board the Montreal, commanded by the late Commodore Alms, and employed on the Mediterranean station, where he continued until 1775; having intermediately served in the Winchelsea and Levant frigates, under the several commands of the late Admirals Goodall and Thompson, and returning home in the latter ship.

Soon after his arrival in England, Mr. Saumarez joined the Bristol, of 50 guns, bearing the broad pendant of Sir Peter Parker, the late Admiral of the Fleet; in which ship he served, June 28, 1776, at the attack of Fort Sullivan, near Charlestown, in South Carolina, where the Bristol had 111 men killed and wounded, including her Captain and several officers; and Mr. Saumarez had a narrow escape, as a large shot from the fort, entering the port-hole, when he was pointing a lower-decker, struck the gun, and killed and

wounded seven men who were stationed at it. Mr. Saumarez's conduct in this desperate business, a full account of which is already given in our memoir of Admiral Nugent *, was so much approved of by the Commodore, that he received an appointment to act as Lieutenant on board the Bristol, which was afterwards confirmed by Lord Howe. Subsequently to this, he was employed in America upon most important and active operations connected with the army, and had the command of the Spitfire galley, in which he rendered great services by clearing the coast of the enemy's privateers, and driving on shore a ship very superior in force to that of his own. The Spitfire was unfortunately among the number of vessels which were burnt or destroyed to prevent them from falling into the enemy's hands, when the French fleet, under Count d'Estaing, arrived off Rhode Island †. Lieutenant Saumarez afrerwards acted as Aide-de-camp on shore to Commodore Brisbane, and commanded a party of seamen and marines at one of the advanced posts. He then returned to England in the Leviathan, in which vessel he narrowly escaped shipwreck on the Scilly Isles.

Soon after his arrival, Mr. Saumarez was appointed one of the Lieutenants of the Victory, of 100 guns, carrying the flag of Sir Charles Hardy; and continued in that ship, under different flag-officers, until his removal, as Second Lieutenant, into the Fortitude, 74, with Vice-Admiral Sir Hyde Parker, who was at that time appointed to the command of a squadron fitting out in consequence of the rupture with Holland ‡. In this ship he participated in the battle with the Dutch fleet, under the command of Admiral Zoutman, off the Dogger Bank, when the enemy were compelled to retire into the Texel, with the loss of one ship of the line §. For his conduct in this action, our officer, after conducting the Preston,

* See p. 95. † See note at p. 101.

‡ A manifesto and declaration of war against Holland were issued at St. James's, Dec. 20, 1780.

§ On the 5th Aug. 1781, Sir Hyde Parker with seven sail of the line, four frigates, and a cutter, fell in with a Dutch squadron under Admiral Zoutman, consisting of six line-of-battle ships, two of 44 guns each, and four frigates. The action which ensued, though upon a small scale, was conducted and fought in such a manner, that it recalls afresh to the memory

a disabled ship, (whose Captain, Græme, had lost an arm) into port, was promoted to the rank of Commander, and appointed to the Tisiphone, a new fire-vessel, then fitting at Sherness.

On the 18th of the same month, his late Majesty, ever desirous of bestowing marks of approbation on his brave seamen, and highly gratified by the intrepidity they had so recently displayed, honoured Sir Hyde Parker's squadron, then at the Nore, with a visit. After paying a just tribute of applause to the conduct of the Admiral, he desired the commanding officers of the different ships might be presented to him. When Captain Saumarez was introduced, the King immediately asked Sir Hyde, "Is he a relation of the Saumarez' who went round the world with Lord Anson?" "Yes, please your Majesty," the Admiral replied; "he is their nephew, and as brave and as good an officer as either of his uncles *."

those dreadful sea-fights between England and Holland, which were witnessed in the preceding century. Both squadrons had the charge of a fleet of merchantmen; notwithstanding which, they were equally determined to meet and fight it out to the last. The British being to windward, Sir Hyde Parker made the signal for the merchant ships to keep their wind, and with the men-of-war bore down on the enemy, who were lying to, formed in the line of battle. An awful silence prevailed; and not a single gun was fired on either side until within half musket shot. The Fortitude being then abreast of the Dutch Admiral, the action began, and continued with unceasing fury for three hours and forty minutes. By this time the combatants were unavoidably separated; and the British ships so disabled as to be quite unmanageable. Sir Hyde Parker made every effort to form the line, in order to renew the engagement; but found it impracticable. The enemy's ships were equally cut to pieces. In this shattered situation both squadrons lay-to a considerable time near each other refitting; at last Admiral Zoutman, with his convoy, bore away for the Texel; nor was it in the power of Sir Hyde to pursue him.

The next day the English frigates discovered the Hollandia, a Dutch ship of 68 guns, sunk in deep water, her top-gallant masts only being above the surface, and her pendant flying, which Captain Patten, of the Belle Poule, struck, and brought on board to Sir Hyde Parker.

In this dreadful battle Captain Macartney, five other officers, and 105 men were killed, and 24 officers and 294 men wounded. The most authentic accounts state the Dutch to have had 1100 killed, wounded, and drowned.'

* Sir Hyde Parker was subsequently appointed to the chief command

In the month of December following, the Tisiphone formed part of a squadron under Admiral Kempenfelt, when that brave officer captured a number of French merchantmen in the face of a superior force, commanded by Count de Guichen *. This success was in a great measure owing to the zeal and activity of Captain Saumarez, who first discovered the enemy; and immediately standing towards them, succeeded in taking several of the transports, one of which, a ship of 30 guns, had 400 troops on board. He was then detached by the Rear-Admiral with the intelligence to Sir Samuel Hood, Commander-in-Chief in the West Indies, whom it was necessary to apprize of the sailing of this armament. On his passage, he very narrowly escaped capture by two French frigates; from which danger he rescued himself in the most masterly manner, by making a number of night-signals, and burning false fires, thereby inducing the enemy to suppose that his was the advanced ship of an adverse squadron.

On delivering his despatches to Sir Samuel Hood, Captain Saumarez received a commission, appointing him, though then under twenty-five years of age, to the command of the Russell, of 74 guns †; in which ship he took a distinguished share in the memorable action between Rodney and de Grasse, April 12, 1782 ‡, being at one time, during the heat of the engagement, separated from the main body of the English fleet, and exposed to the fire of many adversaries. The loss sustained by the Russell on this occasion consisted of 10 men killed and 29 wounded. Subsequently to this action the Russell, being found in a very disabled state, was sent to England as one of the escorts to the homeward bound trade; and soon after the war terminating, Captain Sau-

in India, and having hoisted his flag on board the Cato, arrived safely at the Cape of Good Hope, in his way thither, but was never afterwards heard of.

Captains Philip and Thomas Saumarez, the two officers alluded to above, were in the expedition to the South Sea, under the orders of Commodore Anson. The former was slain in the engagement between Lord Hawke and M. de Letendeur, off Cape Finisterre, Oct. 14, 1747. The latter, when commander of the Antelope, a 50-gun ship, captured the Belliqueux, a French 64.

* See p. 58.

† His Post commission bears date, Feb. 7, 1782.

‡ See note at p. 35, *et seq.*

marez was enabled to enjoy an interval o repose; during which, he took a leading part in the establishment of Sunday schools in his native island, a trait in his character which does him as much honour as any of his professional exploits.

On the appearance of hostilities in the year 1787, our officer quitted his domestic enjoyments, and was appointed to the command of the Ambuscade frigate. The Spanish armament in the year 1790, again called him from an unwished for state of inactivity, and he was ordered to commission the Raisonable, of 64 guns. The dispute with Spain being adjusted, the ships were dismantled, and Captain Saumarez remained unemployed until the commencement of the French revolutionary war, when he obtained the command of the Crescent, of 42 guns, the crew of which, consisting of 257 men, were principally volunteers from the island of Guernsey.

In this ship, being on a cruize near Cherbourg, Oct. 20, 1793, he fell in with, and after a close action of two hours and twenty minutes, captured le Réunion, of 36 guns and 320 men, 120 of whom were either killed or wounded. The Crescent had not a single man hurt. This service procured him the honour of knighthood; and the merchants of London, who have ever been conspicuous for their partiality to naval merit, presented him at the same time with an elegant piece of plate.

When the Crescent was refitted, she sailed on a cruise in the Bay of Biscay, with the Hind, a smaller frigate, in company; during which the Club de Cherbourg, and l'Espoir, French privateers, were taken. Sir James Saumarez was afterwards attached to the squadron under Admiral M'Bride, which formed a part of Earl Moira's expedition in favour of the French royalists.

On the 8th June, 1794, the Crescent, accompanied by the Druid frigate, and Eurydice, a 24-gun ship, fell in with, off the island of Jersey, and was chaced by a French squadron, consisting of two cut-down 74's, each mounting 54 guns, two frigates, and a brig. Sir James perceiving the vast superiority of the enemy, ordered the Eurydice, which was the worst sailor, to make the best of her way to Guernsey; whilst the Crescent and Druid followed under easy sail, occasionally engaging the French ships and keeping them at bay, until the

Eurydice had got to some distance a-head; when they made all possible sail to get off. The enemy's squadron, however, gained upon both in such a manner that they must have been taken, but for a bold and masterly manœuvre. Sir James seeing the perilous situation of his consorts, hauled his wind, and stood along the French line,—an evolution which immediately attracted the enemy's attention, and the capture of the Crescent appeared for some time to be inevitable; but, by the assistance of an old and experienced pilot, she pushed through an intricate passage never attempted before by a king's ship, and effected her escape into Guernsey Road, greatly to the disappointment of her pursuers *.

In the month of Feb. following, our officer was appointed to the Marlborough, of 74 guns; and after a long cruize in that ship, removed into the Orion, of similar force; in which vessel he gave proof of his usual intrepidity in Lord Bridport's action off l'Orient, June 23, in the same year †. On this occasion the Orion was one of the first ships that came up with the enemy, and sustained a loss of 3 men slain and 10 wounded.

* Lieutenant-Governor Small, who with a multitude of the inhabitants of the Island, beheld the whole of the above proceedings, immediately published the following flattering testimonial in public orders, which was afterwards transmitted to Sir James by the Brigade-Major:

"*Parole—Saumarez; Countersign—Crescent.*

"The Lieutenant-Governor of Guernsey cannot, without doing injustice to his own feelings, help taking notice thus publicly of the gallant and distinguished conduct of Sir James Saumarez, with the officers and men of his Majesty's ships Crescent, Druid, and Eurydice, under his command, in the very unequal conflict of yesterday, where their consummate professional skill and masterly manœuvres, demonstrated with brilliant effect the superiority of British seamanship and bravery, by repelling and frustrating the views of a squadron of the enemy at least treble their force and weight of metal. This cheering instance of spirit and perseverance in a most respectable detachment of our royal navy, could not fail of presenting an animating and pleasing example to his Majesty's land forces, both of the line and island troops, who were anxious spectators, and beheld with admiration the active conduct of their brave countrymen. To the loyal inhabitants of Guernsey it afforded cause of real exultation, to witness the manly and exertive conduct of an officer whom this flourishing island has to boast he is a native of."

† See Admiral Sir William Domett.

Sir James Saumarez was afterwards detached with two frigates to cruise off Rochfort, where he remained for six months, during the most tempestuous weather. He then resumed his station in the fleet off Brest, from whence he was sent to reinforce Sir John Jervis, whom he joined five days before the memorable battle off Cape St. Vincent, on which occasion the Orion was one of the six ships that attacked the body of the enemy's fleet, and afterwards joined in the attack of the huge Santissima Trinidada, which, according to an entry made in the Orion's log book, at length hauled down her colours, and hoisted English ones, but was rescued by several of the enemy's fresh ships. In this engagement, already detailed in our memoir of Earl St. Vincent *, the Orion had only 9 men wounded.

On the 30th April, 1798, Sir James Saumarez, who, subsequent to the above battle, had been employed in the blockade of Cadiz, accompanied Sir Horatio Nelson to the Mediterranean, and shared in the honours acquired off the Mouth of the Nile †. The Orion was the third ship that doubled the

* See pp. 21 to 28.

† A formidable armament, which had long been in preparation, and had become the subject of various conjectures as to its destination, sailed from Toulon on the 20th May, 1798. It consisted, according to report, of fifteen ships of the line, ten or twelve frigates, some smaller armed vessels, and two hundred transports, carrying upwards of 40,000 troops, a considerable number of horses, and a vast quantity of provisions and military stores. The conduct of the whole was committed to Napoleon Buonaparte, who enjoyed the character of being the greatest General of the age, and was considered a man of superior talents and extraordinary resources. On the 9th June, this expedition arrived off the island of Malta, of which possession was taken with so little resistance as to excite suspicion of a previous concert between the captors and the knights who held the sovereignty. Having left there a sufficient garrison, the republican chief proceeded to his ultimate destination; and on reaching the coast of Egypt on the 1st July, disclosed the object of the expedition to be the acquirement of a station from whence the British possessions in India might be advantageously assailed. Buonaparte took Alexandria by storm; gave the Beys a defeat, which rendered him master of Cairo; and after organizing a temporary government, he set out in pursuit of the fugitive Beys to the confines of Syria.

The equipment of the Toulon fleet being known to the British ministry, though its destination was uncertain, Earl St. Vincent, who commanded the squadron employed in the blockade of Cadiz, was directed, if he thought

enemy's van, firing as long as her larboard guns would bear on le Guerrier; then passing inside of the Goliath, and being

it necessary, to take his whole force into the Mediterranean: but, if he should deem a detachment sufficient, "I think it almost unnecessary," said the First Lord of the Admiralty, in his secret instructions, "to suggest to you the propriety of putting it under Sir Horatio Nelson." A fortnight previous to the receipt of these orders, the noble Earl had sent that officer with a small squadron to endeavour to ascertain the object of the expedition; so sagaciously had his Lordship anticipated the views of the government at home.

Sir Horatio Nelson, his flag-ship, the Vanguard, of 74 guns, having completed her water and provisions at Gibraltar, sailed from thence, May 9, 1798, accompanied by the Alexander and Orion 74's, Emerald and Terpsichore frigates, and Bonne Citoyenne sloop. On the 19th, when they were in the Gulf of Lyons, a gale came on from the N. W. It moderated on the 20th; but after dark again blew strong; and early on the morning of the 21st, the Vanguard carried away her main and mizen-top-masts. In two hours afterwards, the fore-mast went in three pieces, and the bowsprit was found to be sprung in as many places. At day-light the ship, by means of the remnant of her spritsail, was enabled to wear. The Alexander, Orion, and Emerald wore also; and the four vessels scudded before the wind. The Terpsichore, Bonne Citoyenne, and a prize-ship, continued lying-to, under bare poles, and therefore parted company; as did the Emerald, during the night.

At noon on the 22d, the three line-of-battle ships anchored in the Sardinian harbour of St. Pietro, where the Vanguard, by the indefatigable exertions of Sir Horatio Nelson, his officers and men, was refitted in four days. On the 27th, the detachment sailed for the rendezvous off Toulon; and on the 7th June, effected a junction with ten sail of the line, and a 50-gun ship, which had been detached from the fleet off Cadiz to reinforce the Rear-Admiral, who now found himself at the head of a well appointed squadron consisting of the following ships, commanded by some of the ablest officers in the British navy:

	Guns.	
Vanguard	74	Rear-Admiral Sir Horatio Nelson. Captain Edward Berry.
Orion	74	Sir James Saumarez.
Alexander	74	Alexander John Ball.
Culloden	74	Thomas Troubridge.
Minotaur	74	Thomas Louis.
Bellerophon	74	Henry D'Esterre Darby.
Audacious	74	Davidge Gould.
Defence	74	John Peyton.
Goliath	74	Thomas Foley.
Majestic	74	George B. Westcott.
Swiftsure	74	Benjamin Hallowell.

annoyed by a frigate, Sir James yawed as much as enabled him to sink this opponent by a tremendous fire; when he hauled round towards the French line, and took his station on the larboard bow of le Franklin and the quarter of le Peuple Souverain. In this celebrated conflict the Orion had 13 men killed and 29 wounded, including among the

	Guns.	
Theseus.....	74	..... Ralph Willett Miller.
Zealous.....	74	..... Samuel Hood.
Leander.....	50	..... Thomas Boulden Thompson.
and Mutine brig....	16	..... Thomas Masterman Hardy,

who had joined the Rear-Admiral two days before.

The first certain intelligence of the enemy's armament was received from the British Consul at Messina, who informed Sir Horatio Nelson that the French had possessed themselves of Malta and Goza; and that their fleet was lying at anchor off the last-named island. A fresh breeze at N. W. and a rapid current, soon carried the British squadron clear of the celebrated straits of Messina; and the Rear-Admiral determined to attack the enemy at anchor. At day-break on the 22d, however, the Mutine obtained information from a Genoese brig, that the French had quitted Malta on the 18th, with the same wind that was then blowing, from which circumstance it was apparent that their destination was Egypt; and immediately the British commander bore up, and steered S. E., under all sail. He arrived off Alexandria on the 28th, and the enemy were not there, neither was there any account of them; but the Governor was endeavouring to put the city in a state of defence, having received advice from Leghorn that Egypt was the object of the expedition. Sir Horatio Nelson then shaped his course to the northward, for Karamania, and steered from thence along the southern side of Candia, carrying a press of sail, both night and day, with a contrary wind.

Baffled in his pursuit, the Rear-Admiral returned to Sicily, and after victualling and watering his squadron at Syracuse, sailed again in quest of the enemy, on the 25th July. All the accounts received while at that port, agreed in representing, that the French fleet had not been seen, either in the Archipelago, or the Adriatic; and that it had not gone down the Mediterranean: hence, no other conclusion remained, than that it still lay to the eastward, and that Egypt, after all, had been its destination. To be certain it was so, Nelson bent his course for the Morea. The squadron made the Gulf of Coron on the 28th. Captain Troubridge entered the port, and returned with intelligence that the French had been seen about four weeks before, steering to the S. E. from Candia. Sir Horatio then determined immediately to return to Alexandria; and, at length, on the 1st Aug., soon after noon, a fleet was descried at anchor in the Bay of Aboukir, near the mouth of the Nile, consisting of one ship of 120 guns, three 80 gun-ships, nine 74's, and four frigates, flanked by four mortar-brigs

latter number her brave commander, who received a severe contusion on the side, notwithstanding which he refused the

several gun-boats, and a battery of guns and mortars on an island in their van *.

Disregarding the advantageous position of the enemy, as well as their superiority of metal, Rear-Admiral Nelson decided for an immediate attack; and the more effectually to surround and engage one part of their fleet, while the rest remained unemployed, and of no service, some of the British ships ran between those of the French and the shore. Unfortunately, in standing into the bay the Culloden struck upon a shoal, and to the mortification of her gallant officers and crew, could not be got off in

* French line-of-battle, with remarks, showing at one view the result of the combat that ensued.

	Guns.		
Guerrier	74	Captain Trullet.	The van ship, taken, and burnt, being unfit for service.
Conquérant	74	Dalbarade.	Taken, and sent to England.
Spartiate	74	Maurice-Julian Emeriau.	Taken, and sent to England.
Aquilon	74	Thévenard.	Taken, and sent to England.
Peuple-Souverain	74	Racors.	Taken, and sent to Gibraltar, where she was converted into a guard-ship.
Franklin	80	Rear-Admiral Blanquet, second in command. Captain Gillet.	Taken, and sent to England.
Orient	120	Admiral Brueys, Commander-in-Chief. Rear-Admiral Ganteaume. Captain Casa-Bianca.	Took fire during the action, and blew up.
Tonnant	80	Du Petit-Thouars.	Taken, and sent to England.
Heureux	74	Jean-Pierre Etienne.	Taken, and burnt, being unfit for service.
Mercure	74	Lalonde.	Taken, and burnt, being unfit for service
Guillaume Tell	80	Rear-Admiral Villeneuve, third in command. Captain Saumier.	Escaped.
Généreux	74	Lejoille.	Escaped.
Timoléon	74	Trullet.	Burnt by her crew.

N. B. The battery on Aboukir island, mounting four 12-pounders, several smaller guns, and two 13-inch mortars, was destroyed on the 8th, and the brass ordnance taken on board the British ships.

earnest solicitations of his officers to be taken below, and remained upon deck until the action ceased.

time to join in the action; she, however, served as a beacon to the Alexander and Swiftsure, which would else, from the course they were holding, have gone considerably farther on the reef, and must inevitably have been lost.

The battle commenced at sun-set, and was continued, with a few intervals, till day-break on the 2d. Several of the enemy's ships had struck when night set in, which was rendered grand and terrific beyond description, by the blowing up of the 3-decker l'Orient, about ten o'clock. By this explosion the greater part of her crew, consisting of 1011 men, perished. The shock was felt to the very bottom of every vessel; and the masses of burning wreck, which were scattered in all directions, excited for some moments apprehensions in the English which they had never felt from any other danger. L'Orient had money on board (the plunder of Malta) to the amount of 600,000*l.* sterling, which heightened the chagrin felt by the victors at not being able to add so fine a ship to their other well-earned trophies.

On the morning of the 2d August, the Guillaume Tell, Généreux, Tonnant, and Timoléon, were the only French ships of the line which had their colours flying; the two former cut their cables about eleven o'clock, not having been engaged, and stood out to sea, accompanied by two frigates. The Zealous pursued; but as there was no other ship in a condition to support her, she was recalled. These four vessels, however, were all that escaped; the Tonnant surrendered on the 3d, and the Timoléon was burnt by her crew. The victory was the most complete and glorious in the annals of naval history. Of thirteen sail of the line, nine were taken, and two burnt: of the four frigates, one was sunk by the Orion, another, the Artemise, was burnt in a villainous manner by her Captain, M. Estandlet, who having fired a broadside at the Theseus, struck his colours, then set fire to the ship, and escaped with most of his crew to shore. The British loss, in killed and wounded, amounted to 896. Captain Westcott was the only officer of his rank who fell. Sir Horatio Nelson was severely wounded by a splinter which struck him a little above his right or darkened eye, causing a piece of flesh to hang over the lid. It was afterwards replaced and sewed up. No regular return was made of the loss sustained by the captured ships: the total number of men taken, drowned, burnt, and missing, is said to have been 5225, of whom 3105, including the wounded, were sent on shore in a cartel, upon the usual terms; but General Buonaparte, to shew how he respected treaties, formed them, as soon as they landed, into a battalion, which he named the Nautic legion. Admiral Brueys, while standing on the Orient's poop, received three wounds, one of which was on the head. Soon afterwards, on descending to the quarter-deck, a shot almost cut him in two. This heroic commander then desired not to be carried below, but to be left to die at his post: he survived only a quarter of an hour. The Captains Casa

Sir James was, however, still able to take the command of the detachment sent to escort six of the prizes, with which he sailed for Gibraltar on the 15th, and while passing Malta fell in with a Portugueze squadron, under the Marquis de Niza. Being detained off the island by light airs and calms, our officer was waited upon by a deputation of the principal inhabitants, to solicit for a supply of arms and ammunition. The Maltese, at the same time, informed Sir James, that the French garrison at Valetta were driven to great distress, and that there was good reason for believing that the appearance of the British squadron would induce the enemy to surrender, if they were formally summoned. Accordingly, having ob-

Bianca, Thévenard, and Du Petit-Thouars, were also slain; and 6 other principal officers were dangerously wounded. About 350 of the Timoléon's crew, that escaped to the shore, were murdered by the Bedouin Arabs, thousands of whom and Egyptians lined the coast, and covered the house tops during the action, rejoicing in the destruction which had overtaken their invaders. The loss sustained by the Guerrier alone was estimated, in killed and wounded, at about 500 men, or two thirds of her whole complement.

This victory produced an astonishing effect all over Europe, in enhancing the idea of British valour, and strengthening the Anti-gallican cause. At home, the news was received with unbounded transport, and honours of every kind were heaped upon the gallant commander, among which was the apposite title of Baron Nelson of the Nile, with a pension of 2,000*l.* per annum. The King of Naples, on the Rear-Admiral's return to the Sicilian coast, went on board his flag-ship to congratulate him; and subsequently conferred on him the Dukedom of Bronte. The present sent him by the Grand Seignior was a pelisse of sables, with broad sleeves, valued at 5,000 dollars; and a diamond aigrette, valued at 18,000, the most honourable badge among the Turks; and in this instance more especially so, because it was taken from one of the imperial turbans. The Sultan also sent, in a spirit worthy of imitation, a purse of 2,000 sequins, to be distributed among the wounded. The mother of the same ruler sent Nelson a box set with diamonds, valued at 1000*l.* sterling: the Czar Paul presented him with his portrait, set in diamonds, in a gold box, accompanied with a letter of congratulation, written by his own hand; and the King of Sardinia also wrote to him, and sent a gold box, set with diamonds. A grant of 10,000*l.* was voted to him by the East India Company; the Turkish Company presented him with a piece of plate; the City of London gave a sword to him, and to each of his Captains; gold medals were distributed to the Captains; the first Lieutenants of all the ships were promoted, as had been done after Lord Howe's victory; and the thanks of Parliament were voted to all who had shared in this memorable achievement.

tained the concurrence of the Marquis de Niza, he, on the 25th Sept., sent in a flag of truce, with a proposal couched in the usual terms. After three hours deliberation, the French General, Vaubois, returned for answer, that he, Sir James Saumarez, had probably forgotten that they were Frenchmen who were at Malta; that the condition of the inhabitants was nothing to him, the English Captain; and that, as to the summons, the French did not understand the style of it. The nature of the service he had been ordered upon, left Sir James no alternative but to take advantage of the breeze that had just sprung up, and proceed on his destination, which he did after furnishing the islanders with arms and ammunition from the captured ships, which enabled them to annoy the enemy, and materially contributed to the ultimate reduction of that important fortress. The Orion arrived at Plymouth in November, and being found to want considerable repair, was paid off early in the following year.

Sir James Saumarez was now honoured for a second time with a gold medal and ribband; while the inhabitants of Guernsey, as a mark of attachment and respect, presented him with a magnificent vase, of considerable value. On the 14th Feb., in the same year, his late Majesty was pleased to confer upon him one of the Colonelcies of Marines, as a reward for his many and meritorious services; and after a short interval of repose, he was appointed to the Cæsar, of 84 guns, one of the finest ships in the British service, and the first of that force on two decks ever built in England, in which he joined the Channel fleet, and cruised off Brest during a long and tempestuous period.

At the promotion which took place Jan. 1, 1801, Sir James Saumarez became a Rear-Admiral of the Blue; and on the 13th June following he was created a Baronet, with permission to wear the supporters belonging to the arms of his family, which have been registered in the Herald's Office ever since the reign of King Charles II.

Subsequent to his advancement to the rank of a Flag-officer, Sir James commanded a division of the grand fleet stationed off the Black Rocks; and nothing can manifest in a stronger point of view the unwearied zeal with which he acquitted himself, than by stating, that no square-rigged vessel of any

description either sailed from or entered into the port of Brest during the whole time he remained on that station.

On his return from this severe duty, the Rear-Admiral was ordered to prepare for foreign service; and, on the 14th June, he sailed from Plymouth with a squadron consisting of five sail of the line, one frigate, a brig, and a lugger, destined for the blockade of Cadiz, off which port he was joined by two more ships of the line *.

At 2 A. M. on the 5th July, Sir James received intelligence that a French squadron † had arrived from the Mediterranean, and after having made repeated attempts to push through the Straits, had anchored off Algeziras. He immediately bore up with the squadron, the Superb and Thames excepted, and made sail towards Gibraltar. The following morning, on opening Cabaretta Point, the enemy was discovered, and appeared to be warping close under the protection of the Spanish batteries, some of which were situated on an island about a quarter of a mile from the shore, others on commanding eminences to the north and south of the town of Algeziras, and the cross fire from which completely flanked the entrance to the harbour.

The plan of attack given out by Sir James Saumarez was, for the Venerable to lead into the bay, and pass the enemy's

* The force under Sir James was now composed of the following vessels:

	Guns.		
Cæsar	84	Rear-Admiral Sir James Saumarez. Captain Jahleel Brenton.	
Pompée	74	Charles Stirling.	
Superb	74	Richard Goodwin Keats.	
Spencer	74	Henry D'Esterre Darby.	
Audacious	74	Shuldham Peard.	
Hannibal	74	Solomon Ferris.	
Venerable	74	Samuel Hood.	
Thames	32	William Lukin.	

Pasley, armed brig; and Plymouth, hired lugger.

† The French squadron consisted of the

	Guns.		
Formidable	80	Rear-Admiral Linois. Captain Lalonde.	
Indomptable	80	Moncousu.	
Desaix	74	Pallière.	
Messiton	36	Martinencq.	

ships without coming to anchor; the Pompée to anchor abreast of the inner ship; the Audacious, Spencer, Cæsar, and Hannibal, to anchor abreast of the other French ships and the Spanish batteries; and the boats of the squadron to be lowered down and armed, in readiness to act where required.

At about eight A. M., the Venerable, then at a considerable distance to leeward, not being able to fetch further into the bay, returned the fire that had been opened upon the British as they advanced by the Spanish batteries on the island; and in half an hour after, the French ships joined in the cannonade. The Pompée soon after brought up in her allotted station, and commenced a most tremendous fire on the French Admiral: in a little while, however, she broke her sheer by a sudden flaw of wind, and was prevented from bringing more than a few guns to bear. The Audacious anchored astern of the Pompée; but, after a short time, was also baffled in bringing her broadside to a proper bearing. At about a quarter past nine, the Cæsar dropped her anchor a-head of the Audacious, and opened her fire; and shortly afterwards the Hannibal, who, along with the Spencer, had been becalmed outside, got a breeze, and, anchoring a-head and within hail of the Cæsar, united her fire to that of her companions. The Spencer next came into action; but, in spite of all her efforts, could not get much nearer than was sufficient to expose her to the heavy cannonade that continued to blaze from the numerous batteries by which the bay was defended.

A little after ten o'clock, Captain Ferris, having been ordered by Sir James Saumarez to go and rake the Formidable, cut his cable, and made sail to the northward. After standing in to a quarter less six, the Hannibal tacked for the French ship; shortening sail as she advanced, in order to be ready to hawl athwart her opponent's hawse. Just, however, as Captain Ferris had got within hail of the French Admiral, the Hannibal took the ground; and, notwithstanding every possible effort was made to cover and get her off, she struck with such force that it was found impracticable. Captain Ferris made a most gallant resistance against the incessant fire of the Formidable, supported by the batteries and seven heavy gun-boats. At length finding it impossible to save the

King's ship, and for the preservation of the lives of the remainder of his brave crew, he was reduced to the painful necessity of ordering the colours to be struck.

The enemy's ships during the battle continued to warp nearer the shore, by which means they had considerably increased the distance between them and their assailants. Sir James Saumarez resolving to use every exertion in his power, either to destroy or bring them off, ordered the cables of his squadron to be cut, with a view to stand closer in; but the unfavourable state of the weather, and a strong current, rendered all his endeavours ineffectual; and after a most severe conflict of five hours, he was compelled to withdraw his ships and proceed to Gibraltar, leaving the dismasted and shattered Hannibal as a trophy in the hands of the French *.

The loss sustained by the British on this occasion was extremely heavy; it amounted to 121 killed, 240 wounded, and 14 missing; of which number, the Hannibal alone had 75 slain, 62 wounded, and 6 missing; the remainder of her crew were made prisoners †. The French and Spaniards, according to their own published accounts, had 317 killed, including Captains Moncousu and Lalonde, and about 500 wounded. The ships and forts received considerable injury; five of their gun-boats were sunk, and the others materially damaged.

In the course of a few hours the British ships reached the anchorage in Rosia Bay. The Pompée, owing to her leaky state, was obliged to be towed strait into the New Mole; whither the Cæsar soon followed her. Two days after, the Superb and Thames were observed in the Gut, with the signal for an enemy flying; and soon afterwards a Spanish squadron, of five sail of the line and three frigates ‡, was

* This advantage obtained by the enemy was magnified by them into an important victory; and it was announced at all the Parisian theatres, that six English ships had been either taken or beaten back into Gibraltar, by three French ships. The same news was circulated by the telegraphs through the whole of the republican dominions, without a word of the land batteries; and the destruction of the modern *Carthage*, as Great Britain was denominated, predicted, in an epigram greatly admired at Paris, because it had lost its *Hannibal*.

† Captain Ferris, his officers, and wounded men, were afterwards liberated on parole.

‡ This squadron was from Cadiz, and composed of the following ships, under the orders of Rear-Admiral Moreno:

seen from the rock to anchor off Algeziras. On the following day, another ship of the line *, with a French Commodore's broad pendant, arrived at the same place.

That the object of this reinforcement was to conduct the French ships and their prize to Cadiz was very apparent; and nothing could surpass the exertions of the British officers and men to get their vessels ready for sea. The Cæsar being dismantled, Sir James Saumarez removed his flag to the Audacious. On the morning of the 12th, however, by working day and night, the crew of the Cæsar got their ship in readiness to be warped out of the Mole; and the Rear-Admiral shifted back his flag to her. At three the same afternoon the Cæsar weighed and put to sea, with the Superb, Spencer, Audacious, Venerable, and Thames, the Carlotta Portugueze frigate, the Calpé polacre, commanded by the Hon. G. H. L. Dundas, and the Louisa armed brig, but without the Pompée, who had not yet had time to take in her new masts.

At this moment the enemy, whose force now consisted, besides the Hannibal, of nine sail of the line, four frigates, two armed vessels, and a great number of gun-boats, were seen endeavouring to work out of the bay; but the wind, being light and baffling, rendered their progress very slow. The moment they had cleared Cabaretta point, Sir James Saumarez bore up in chace with a fresh breeze at east. The rock was covered by the garrison, who beheld with admiration the ardour which the British ships displayed, but could not believe it was their intention to attack a foe so superior. Confiding, however, in the zeal and intrepidity of those under his command, Sir James Saumarez determined, if possible, to obstruct the passage of this very powerful force to Cadiz, and accordingly directed the Superb to make sail and attack

	Guns.	
Real Carlos	112	Captain Esquerra.
San Hermenegildo	112	Emparan.
San Fernando	96	Malina.
Argonauta	80	Harrera.
San Augustin	74	Jopete.

Sabina, Perla, and another frigate.

* San Antonio, 74 guns.—Commodore Le Roy.

the sternmost ship in the enemy's rear, using his endeavours to keep in shore of them.

At eleven the Superb opened her fire close to the enemy's ships; and on the Cæsar's coming up, and preparing to engage one of the Spanish three-deckers that had hauled her wind, she was perceived to have taken fire, and the flames having communicated to a ship to leeward of her, both were soon in a blaze, and presented a most awful sight. No possibility existing of offering the least assistance in so distressing a situation, the Cæsar passed to close with the ship engaged by the Superb; and by the cool and determined fire kept upon her, the enemy's ship was completely silenced, and soon after hauled down her colours. The Venerable and Spencer having at this time come up, Sir James bore up after the enemy, who was carrying a press of sail, standing out of the Straits, and lost sight of them during the night. It blew excessively hard till day-light, and in the morning the only ships seen by the Cæsar were the Spencer far a-stern, the Venerable and Thames a-head, and the Formidable some distance from them, standing towards the shoals of Conil. Sail was immediately made by the Cæsar and her consorts; but as they approached the enemy, the wind suddenly failed, and the Venerable was alone able to bring him to action, which Captain Hood did in the most gallant manner, and had nearly silenced him, when his own main-mast (which had been before wounded) was unfortunately shot away, and it falling nearly calm, the French ship was enabled to effect her escape, without any possibility of following her *. This action was fought so near the shore, that the Venerable struck on one of the shoals, but was soon after hove off with the loss of all her masts, and taken in tow by the Thames. The crippled remains of the combined squadrons found shelter in the harbour of Cadiz; and Sir James Saumarez returned with the ships under his orders to Gibraltar †.

* The circumstance of the Formidable escaping capture, was represented by the French as a naval victory, and a signal instance of the reviving glory of their marine.

† The casualties of the British in this second encounter with the enemy appears to have been confined to the Venerable and Superb. The former had 18 men killed, and 87 wounded; the latter had not a man slain, but 18

Thus, during an eventful period of only seven days, two battles were fought by Sir James Saumarez, under peculiar disadvantages, and they contributed not a little to augment his reputation. The combined squadrons had on board a large body of troops, and were to have proceeded against Lisbon, which place it is most probable would have fallen into their hands, had they not been thus timely prevented from going thither.

In order to confer on him a signal mark of favour, the star and ribband of the most honourable military order of the Bath were transmitted by his late Majesty, and Sir James was invested with them by Lieutenant-Governor O'Hara, in the presence of all the officers of the garrison of Gibraltar. He also received the unanimous thanks of both Houses of Parliament, together with a pension of 1200*l.* per annum for life *, and the freedom of the city of London, accompanied by a handsome sword. The vote of thanks was moved in the House of Lords by Earl St. Vincent, and seconded by Lord Nelson, who bore ample testimony to the exalted character of Sir James, and concluded with these words: "A greater action was never fought than that of Sir James Saumarez.

of her crew were wounded, and the greater part severely. The enemy's loss was never ascertained; but it is reported, that of the 1840 men composing the crews of the Spanish 3-deckers, burnt during the action, only 84 were saved. The French Commodore Le Roy was wounded in action with the Superb.

* March 24, 1803, the Chancellor of the Exchequer delivered the following message from the King to the House of Commons:

"G. R.

"His Majesty having taken into his most gracious consideration the eminent services of Rear-Admiral Sir James Saumarez, Knight of the most honourable Order of the Bath, and particularly the valour, promptness, and intrepidity he displayed in an engagement with a Spanish squadron upon the 12th of July 1801, in the Straits of Gibraltar, recommends it to his faithful Commons to grant unto him, the said Sir James Saumarez, K. B. an annuity of twelve hundred pounds, for the term of his natural life."

On the following day the House having resolved itself into a Committee on his Majesty's message, the Chancellor of the Exchequer moved, that the annual sum of 1200*l.* be granted to his Majesty, to enable him to reward the services of Sir James Saumarez, out of the Consolidated Fund of Great Britain, to take effect from the 12th of July 1801. The motion was agreed to.

The gallant Admiral had, before that action, undertaken an enterprise that none but the most gallant officer and the bravest seamen could have attempted. He had failed through an accident—by the falling of the wind; for I venture to say, if that had not failed him, Sir James would have captured the French squadron. The promptness with which he refitted, the spirit with which he attacked a superior force after his recent disaster, and the masterly conduct of the action, I do not think were ever surpassed."

A short interval of peace restored the Rear-Admiral once more to the arms of his family, and the society of his friends; nor did the war that speedily ensued deprive them long of his presence; for as the proximity of his native island to the French coast rendered it liable to an attack, he was, after serving for a short period at the Nore, appointed to the command at Guernsey, which he retained until his promotion to the rank of Vice-Admiral, when he was nominated second in command of the Channel Fleet, under Earl St. Vincent. His Lordship being absent on Admiralty leave, Sir James was employed in watching the enemy's fleet in Brest, until the month of August following; when, upon the appointment of Lord Gardner to the chief command of the Channel Fleet, he resumed his former station. In the month of March 1808, Sir James was appointed to the command of a strong squadron sent to the Baltic for the protection of the Swedish dominions, on which station he continued upwards of four years.

Previous to his departure for England, Sir James received a most superb sword, which was delivered to him by Baron Essen, *Aide-de-camp* to the Crown Prince (Bernadotte), accompanied by a flattering letter from his Royal Highness, expressive of the sense which the Swedish Government entertained of his services. The whole of the hilt is elegantly set with brilliants, of exquisite workmanship, and of great value. On the 24th June, 1813, his present Majesty, then Prince Regent, was pleased, in compliance with the request of the late King of Sweden, to invest Sir James with the insignia of a Knight Grand Cross of the Royal Swedish Military Order of the Sword, conferred upon him by that Monarch, as a distinguished testimony of his royal regard and esteem.

Sir James was promoted to the rank of Admiral of the Blue, June 4, 1814. In the summer of 1819 he received the honourable and lucrative appointment of Rear-Admiral of Great Britain; and on the demise of Sir William Young, he succeeded that officer as Vice-Admiral thereof.

Our officer married, Oct. 27, 1788, to Martha, only child of Thomas le Marchant, Esq. (by a marriage with Miss Mary Dobree, two of the most antient and respectable families in the island of Guernsey), and by that lady has had several children.

Residence.—Guernsey.

THOMAS DRURY, Esq.

Admiral of the White.

On the 14th Aug. 1781, we find an officer of this name commanding the Camelion, of 14 guns and 125 men, in action with a Dutch vessel of war, mounting 18 guns and 20 swivels. After a close and desperate conflict of half an hour, the enemy on a sudden blew up. The shock was so violent, that it forced the English crew off their legs; when the smoke cleared away, the Camelion's top sails were observed to be on fire, and they were obliged to be cut from the yards to save the ship. A most dreadful and horrid spectacle also presented itself; many of the limbs and mangled bodies of the Dutchmen were thrown in upon her decks, and sticking in the rigging. Captain Drury sent his boats in search of any of the unfortunate crew that might have escaped; but not a soul was found alive. The Camelion was much damaged, and had 12 men wounded.

The subject of this sketch was advanced to the rank of Post-Captain, March 21, 1782; and commanded the Myrmidon, of 20 guns, on the home station, during the remainder of the American war. At the commencement of the contest with the French republic, we find him in the Fox frigate, employed at Newfoundland; and subsequently in the Flora, of 36 guns, on Channel service.

Towards the close of the year 1795, he was appointed to the Alfred, a 74-gun ship, in which he served at the reduction of St. Lucia by Sir Hugh C. Christian and Sir Ralph Abercromby *. During his continuance in the Alfred, Captain Drury had the good fortune to capture two of the enemy's ships of war; la Renommée, of 44 guns; and la Favorite, 22. He was promoted to the rank of Rear-Admiral, April 23, 1804; Vice-Admiral, April 28, 1808; and Admiral, June 4, 1814.

Our officer has recently sustained a severe domestic affliction, in the loss of his only son, who died at Jamaica, Aug. 24, 1822, aged 23 years.

SIR ALBEMARLE BERTIE,

Baronet; Admiral of the White; Knight Commander of the most honourable Military Order of the Bath.

The Berties are supposed to have come from Berteland, on the borders of Prussia, with the Saxon Conquerors. Leopold de Bertie was Constable of Dover Castle in the time of Ethelred, and the village of Berested in Kent is supposed to derive its name from this family.

The subject of this sketch was born Jan. 20, 1755; and in 1778, we find him serving as First Lieutenant of the Fox, a 28-gun frigate, one of the repeaters to Admiral Keppel's fleet, in the action with that of France under M. d' Orvilliers †;

* See p. 134.

† The British and French fleets, under the respective commands of the Hon. Admiral Keppel and M. d' Orvilliers, the former consisting of thirty ships of the line, carrying 2,178 guns, and 18,588 men; the latter of thirty-one ships, mounting 2,216 guns, and manned with 21,950 men, came in sight of each other on the 23rd July, 1778. The French Admiral, who had the advantage of the wind, shewed no inclination for battle, which obliged the British commander to continue chasing to windward until the 27th, when a favourable shift of wind enabled him to fetch the enemy. Upon which M. d' Orvilliers edged down in a close line-of-battle, and opened his fire on the headmost ships. The signal was instantly made to engage, and a furious cannonade was maintained for near two hours, as the

and on the trial of the Commander-in-Chief for his conduct on that occasion, Mr. Bertie appears to have been examined respecting the cheering between the Fox and the Formidable, on which so much stress was laid. Subsequent to the above action the Fox was taken, after an obstinate engagement, in which her commander, the Hon. Thomas Windsor, was

fleets passed on contrary tacks. Admiral Keppel then wore to renew the action; but observing that the Formidable, bearing the flag of his second in command, Vice-Admiral Sir Hugh Palliser, and some other ships of that officer's division, which had been principally engaged, were incapable, from the damages they had sustained, of obeying the signal made for that purpose, he bore down to join them, and formed his line-of-battle a-head. The night was employed in preparing for a renewal of the conflict. At day light the next morning, the body of the enemy's fleet was only visible from the mast head, steering with all sail set, for Brest. M. d' Orvilliers, to deceive Admiral Keppel, had left three of his fastest sailing ships, with orders to station themselves at proper distances, and to carry the divisional lights of the Flag-Officers. It was in vain for the British Admiral to think of a pursuit, and he therefore returned to port to refit his fleet. The loss sustained by the English in this battle was 133 killed, and 365 wounded. The enemy had 165 slain, and 479 wounded.

Not long after this affair, many violent disputes arose, and unpleasant insinuations were thrown out, relative to the conduct of Admiral Keppel and Sir Hugh Palliser, which ended in a court-martial held on the former, at the instigation of the Vice-Admiral. The trial commenced on the 7th Jan. 1779, and agreeable to an act of parliament passed for the purpose, was held at the Governor's house at Portsmouth. The court sat until the 11th February, when they decided, "*that the charge against the Hon. Admiral Keppel was malicious and ill-founded, it having appeared that the said Admiral, so far from having, by misconduct or neglect of duty on the days therein alluded to, lost an opportunity of rendering essential service to the state, and thereby tarnished the honour of the British navy, behaved as became a judicious, brave, and experienced officer.*" On the following day Admiral Keppel received the thanks of both houses of parliament for his eminent services; the city of London also bestowed upon him every mark of honour and respect in its power; and the whole nation resounded with his applause; while the resentment against Sir Hugh Palliser was so strong, that it constrained him to resign all his employments, and retire for a time from public life. But, notwithstanding the high degree of national favour and esteem in which Admiral Keppel now stood, he deemed it prudent to resign his command, and withdraw from a situation wherein he found himself not acceptable to those in power. His resignation was followed by that of Lord Howe, and several others; so great was the aversion to the naval administration of Earl Sandwich and his colleagues, one of whom was Sir Hugh Palliser himself.

severely wounded, by la Junon, French frigate, of 32 guns and 220 men.

Our officer obtained Post rank, March 21, 1782, in the Crocodile, of 24 guns, stationed in the Channel. At the time of the Spanish armament, he was appointed to the Latona frigate, and about the year 1792, to the Edgar, of 74 guns, in which latter ship he assisted at the capture of le General Dumourier, a French privateer, and her prize the St. Iago, having on board upwards of two millions of dollars, besides some valuable packages to the amount of between two and three hundred thousand pounds sterling.

Captain Bertie afterwards removed into the Thunderer, of 74 guns, and was present at the defeat of the French fleet by Earl Howe, June 1, 1794 *. In 1795 we find him serving under the orders of Sir John Borlase Warren, on an expedition to the coast of France †.

Our officer subsequently commanded the Renown, 74, Windsor Castle, a second rate, and Malta, of 80 guns. He joined the latter vessel in 1801, a period when, in consequence of the immense preparations made by the enemy for the invasion of Great Britain, the government thought it necessary to adopt every method that prudence could dictate for its defence. To this end, among other arrangements, the Malta and another ship of the line, were stationed at St. Helen's, for the purpose of examining all vessels coming into Portsmouth harbour, and preventing any designs formed by the enemy being carried into effect. During the time the Malta lay at this anchorage, a fire broke out in the Dispensary. The conflagration was spreading in a rapid and alarming manner towards the magazine; when notice being given to Captain Bertie, its further ravages were happily prevented by his calm and collected presence of mind, and effective orders upon the occasion. The alarm and confusion that seized the crew was such as induced many to attempt quitting the ship; but owing to the spirited conduct of her Commander, the whole were soon restored to their former state of tranquillity, on finding all danger was removed by the judicious orders he had given for the purpose.

The Malta was paid off at Plymouth in the spring of 1802;

* See p. 75, *et seq.* † See p. 169.

and on the 23rd April 1804, Captain Bertie was promoted to the rank of Rear-Admiral. After serving for some time in the Channel Fleet, he was appointed to the chief command at the Cape of Good Hope, on which station, and in the Indian Seas, he continued several years, during which the ships under his orders were very successfully employed, as will be seen by referring to the memoirs of Rear-Admiral Sir Josias Rowley, Captain Willoughby, &c.

Our officer was advanced to the rank of Vice-Admiral April 28, 1808; created a Baronet, Dec. 9, 1812; became a full Admiral, June 4, 1814; and was nominated a K. C. B. Jan. 2, 1815. Sir Albemarle Bertie married, July 1, 1783, Emma, second daughter of the late James Modiford Heywood, of Marristow-House, co. Devon, Esq.; his lady died in March 1805.

Residence.—Nether-Hall, Dadham, Essex.

RIGHT HONOURABLE

WILLIAM, EARL OF NORTHESK,

Rear-Admiral of Great Britain; Admiral of the White; Knight Grand Cross of the most honourable Military Order of the Bath; Governor of the British Linen Company in Scotland; Doctor of Laws; and a Vice-President of the Naval and Military Bible Society.

THE family of this nobleman has been settled for some centuries in the county of Angus, in Scotland. His ancestors came originally from Hungary, about the year 1200, at which time the family name was either de Bolinhord, or Ballinhard; but getting possession of the lands and barony of CARNEGIE, they adopted *that,* agreeably to the custom of the age and country.

In the reign of King Charles I., David, the eldest of four brothers, was created Earl of Southesk, and Lord Carnegie; and John, the second, was advanced to the dignities of Lord Inglismaldy, Lord Lour, and Earl of Ethie; which titles he afterwards exchanged for those of Earl of Northesk and Lord Rosehill. In consequence of the attachment of this family to

that unfortunate monarch, they were fined by Oliver Cromwell 10,000*l.* They were afterwards equally remarkable for their support of the revolution, and for their steady loyalty to the House of Hanover. In the rebellion in 1715, when the family mansion was taken possession of by the Old Pretender, the Countess of Northesk was obliged to seek refuge in the Castle of Edinburgh, where she was delivered of the late George Earl of Northesk (named after his Majesty, King George I., who was one of his sponsors by proxy). He died in 1792, having served with a considerable degree of credit in the Royal Navy, and attained the rank of Admiral of the White.

The subject of this memoir is the second son of the above peer, by the Lady Anne Leslie, eldest daughter of Alexander, fifth Earl of Leven and Melville; and was born about the year 1758. In 1771 he embarked with the Hon. Captain Barrington, in the Albion. He next served with Captain Macbride, in the Southampton, and Captain Stair Douglas, in the Squirrel; was made acting Lieutenant in the Nonsuch, and confirmed by Lord Howe in 1777, into the Apollo. He afterwards served with Admirals Sir John Lockhart Ross, and Sir George B. Rodney; and by the latter was made a Commander after the action with the Count de Guichen, April 17, 1780 *, and appointed to the Blast fire-ship, from which he removed into the St. Eustatia, and was present in her at the reduction of the island of that name, Feb. 3, 1781†.

Captain Carnegie obtained Post rank on the 7th April, 1782, and at the ensuing peace returned to England in the Enterprize frigate, and was put out of commission. In 1788 he succeeded his elder brother, as Lord Rosehill; and in 1790, on the Spanish armament, was appointed to the command of the Heroine, of 32 guns; but was paid off when the apprehension of a war with that power ceased.

In 1792, on the demise of his father, his Lordship succeeded to the Earldom and estate; in January, 1793, he commissioned the Beaulieu frigate, and went to the Leeward Islands; whence he returned towards the close of that year, in the Andromeda, which ship was shortly after put out of commission.

* See note at p. 104. † See p. 127.

In 1796 Lord Northesk was elected one of the sixteen representatives of the peerage of Scotland, in the Parliament of Great Britain. He was in the same year appointed to the command of the Monmouth, of 64 guns; and employed in the North Sea, under the orders of the late Viscount Duncan; until, in May 1797, the spirit of disaffection which had originated in the Channel Fleet, unfortunately spread to that squadron; and the Monmouth was one of the ships brought to the Nore. The subsequent events of that temporary delirium among our seamen are already noticed in our memoir of Admiral Sir John Knight; to which we shall only add, that when the firmness of the mutineers began at length to be a little shaken, they determined to try to effect a reconciliation with government through the medium of Lord Northesk. For this purpose, on the 6th June, the two delegates of the Monmouth were rowed on board that ship, where his Lordship was confined, and informed him, it was the pleasure of the committee that he should immediately accompany them on board the Sandwich, as they had proposals to make leading to an accommodation; his Lordship complied, attended by one officer: he found the convention in the state cabin, consisting of 60 delegates, with the chief ringleader, Parker, sitting at their head.

Before they entered upon business, the president demanded of the gentleman who accompanied Lord Northesk, "who he was?" the answer was, "An officer of the Monmouth, who accompanied the Captain as secretary."—"Who knows him?—say, delegates of the Monmouth, what kind of man is he?" The two delegates stated he was a worthy good man; on which it was unanimously voted he might attend the conference. Parker then said to Lord Northesk, "That the committee, with one voice, had come to a declaration of the terms on which alone, without the smallest alteration, they would give up the ships; and that they had sent for him as one who was known to be the seamen's friend, to be charged with them to the King, from whom he must pledge his honour to return on board with a clear and positive answer within fifty-four hours."

Parker then read the letter, which contained some compliments to his late Majesty's virtues, and many severe strictures

on the demerits of his ministers. His Lordship informed the delegates, that "he certainly would bear the letter as desired; but he could not, from the unreasonableness of their demands, flatter them with any expectation of success."

They persisted that the whole must be complied with, or they would immediately put the fleet to sea. Parker then delivered the following paper to Lord Northesk, to ratify his credentials; he was rowed on board the Duke of York Margate packet, with three cheers from the rebels.

"*Sandwich, June* 6, 3 P. M.

"To Captain Lord NORTHESK.

"You are hereby authorized and ordered to wait upon the King, wherever he may be, with the resolutions of the committee of delegates: and are directed to return back with an answer within fifty-four hours from the date hereof.

"R. PARKER, President."

Lord Northesk proceeded to London with this despatch; and after stopping a short time at the Admiralty, he attended Earl Spencer to the King. The demands of the seamen were rejected as exorbitant and unreasonable. Captain Knight, whom they had permitted to go on shore upon the promise to return, carried down the refusal of the Lords of the Admiralty.

After the trials were over, Lord Northesk resigned the command of the Monmouth, and remained unemployed till the year 1800, when he was appointed to the Prince, of 98 guns, in which ship he continued on Channel service till the suspension of hostilities, when he again came on shore; and the same year was re-elected one of the sixteen representative Peers of Scotland.

On the renewal of the war in 1803, his Lordship was immediately appointed to the Britannia, of 100 guns, at Portsmouth, and soon after received the honour of a visit on board that ship, from their Royal Highnesses the Dukes of York and Cambridge. Towards the close of the same year, the Britannia was stationed at St. Helen's, to guard that end of the Isle of Wight, in case of an invasion. She afterwards formed a part of the Channel fleet, commanded by the Hon. William Cornwallis.

Lord Northesk was promoted to the rank of Rear-Admiral, April 23, 1804, and, with his flag in the Britannia, continued to serve in the arduous blockade of Brest, till August in the following year; when he was detached with a squadron, under the orders of Sir Robert Calder, to reinforce Vice-Admiral Collingwood off Cadiz.

In the glorious and decisive battle of Trafalgar *, his Lord-

* The French Admiral Villeneuve, with twenty-seven sail of the line, arrived at Cadiz from Ferrol, Aug. 21, 1805; the small force under Vice-Admiral Collingwood at that station being incapable of offering him any molestation. Intelligence of this movement having been immediately transmitted to England, the command of a fleet able to cope with the united navies of France and Spain was offered to Viscount Nelson, and unhesitatingly accepted. His Lordship accordingly hoisted his flag on board the Victory, and sailed from Portsmouth on the 15th September. Having formed a junction with Vice-Admiral Collingwood, and stationed a line of frigates to convey intelligence of the enemy's motions, his Lordship cruized off Cape St. Mary, waiting till the combined fleets should venture out. To provoke his adversary to this resolution, Lord Nelson, who daily expected a reinforcement from England, detached several ships of the line, under Rear-Admiral Louis, upon a particular service, in so open a manner that the enemy became almost immediately acquainted with it, and resolved to attack him in the supposed reduced state of his fleet. Besides the numerical advantages which Admiral Villeneuve believed himself possessed of, his resolution is said to have been decided by personal motives: his conduct in the West India excursion † had been contemptuously glanced at in the official paper of his government; and Buonaparte had sarcastically and impatiently spoken of him: he was upbraided by the Spaniards, for not having better supported them in the action off Cape Finisterre ‡; and it was understood that another Admiral was on the road from Paris, to supersede him in the command. A victory, therefore, was the only thing that could redeem his character; and he was conscious that a defeat could add but little to his actual state of humiliation. Influenced by these motives, the French commander, on the 19th October, left Cadiz with the combined fleets, amounting to thirty-three sail of the line, of which eighteen were French and fifteen Spanish, and steered towards the Gut of Gibraltar. They were immediately followed by the British fleet consisting of twenty-seven ships of the line, which came up with them on the 21st, off Cape Trafalgar, near the southern point of Andalusia. Lord Nelson had previously laid a plan of attack, which was a master-piece of naval skill, and assured him of success. The enemy on his approach

† See Vice-Admiral Sir PULTENEY MALCOLM.

‡ See Vice-Admiral CHARLES STIRLING.

ship took a distinguished share in achieving the victory. Previously to that memorable event, the Britannia had been

drew up in form of a crescent, and waited for the British fleet, which bore down in a double column, the great commander's last telegraphic signal being, "*England expects every man will do his duty;*" and nobly indeed was it performed on this memorable day, the battle of Trafalgar being without parallel in the annals of British victory.

The dreadful conflict was begun about noon by Vice-Admiral Collingwood, in the Royal Sovereign, breaking through the enemy's line, at about the twelfth ship from the rear, in so gallant a manner as to excite general admiration: Lord Nelson at the same time made his way about the tenth ship from the van; the succeeding ships breaking through in all parts a-stern of their leaders, and engaging the enemy at the muzzles of their guns. The attack was irresistible, and its effect decisive.

In the midst of this bloody conflict, Lord Nelson was seen on the quarter-deck of the Victory, dressed in full uniform, decorated with the various orders with which his former services had been rewarded, as well by his own sovereign, as by foreign princes. The glitter of these honours fatally pointed him out as a mark for the vengeance of the enemy: he was shewing his satisfaction with the progress of the battle by his customary token of a rapid movement up and down of the stump of his right arm, when a musket-ball, discharged by a marksman on the poop of the Bucentaure, the French Admiral's flag ship, entered his left shoulder, and producing an immediate paralysis of the lower parts, laid him prostrate. Fully aware of the nature of his wound, his Lordship declared it to be mortal, and sent an officer with his last farewell to his second in command. He then suffered himself to be carried below, where, whilst he lived, he constantly demanded news of the battle, and expressed the most lively satisfaction on being assured that it went on well. Soon after this accident, l'Achille, a French 74, which had struck her colours, took fire and blew up; but about 200 of her men were saved through the generous exertions of the British.

About three P. M., the Spanish Admiral Gravina, with ten sail of the line, some of which had struck, joining the frigates to leeward, bore up for Cadiz: five of the headmost ships in the van, under Rear-Admiral Dumanoir, a few minutes afterwards, tacked and stood to the southward; but the sternmost was intercepted by the British, and the others were subsequently taken by a squadron under the orders of Captain, now Admiral, Sir Richard John Strachan.

At 4h 40′ all firing had ceased; and the British remained in possession of nineteen ships of the line, of which two were first rates, and none under 74 guns; with three flag-officers, namely, Admirals Villeneuve, D'Aliva, and Cisneros. General Contamin, who commanded the land forces embarked in the combined fleets, was also taken prisoner.

On the return of Admiral Gravina to Cadiz, he was immediately ordered to sea; and Vice-Admiral Collingwood, on whom the command of the

directed by Lord Nelson, in consequence of her heavy rate of sailing, constantly to take a position to windward of him; and, on the morning of the glorious 21st Oct. 1805, he ordered by signal, that she should assume a station as most convenient, without regard to the order of battle; and after-

British fleet had devolved, found it necessary to form a line, in order to cover his disabled ships and the prizes; a heavy gale, however, prevented a renewal of the action; the Spanish Admiral's ship was dismasted, and he again put into port, leaving in possession of his adversaries a twentieth ship, El Rayo, of 100 guns.

Such an action could not fail of being bloody even to the victors, who lost in killed and wounded 1563 men, besides the host which fell in the single person of their gallant commander. Of the loss sustained by the enemy no return was published; but it may in some measure be judged of, from the facts of two of the prizes, both 74's, having 400 men killed and wounded in each, and another of the same force, 350. From the tempestuous weather that ensued, only four of the captured vessels could be preserved; of the rest, nine were wrecked (many with their whole crews on board), two burned, and three sunk; among the latter was the Santissima Trinidada, of 140 guns, the largest and finest ship of war ever built. The Santa Anna and another, which had been taken, being driven near the shore of Cadiz, procured such assistance as enabled them to get in. On board the former was the Spanish Vice-Admiral D'Aliva, who had been suffered to remain on account of his dangerous wounds; but his sword had been surrendered by his Captain, and he was reclaimed as a prisoner of war.

Notwithstanding the disasters which attended the prizes, the destruction of the combined fleets was as complete as could be expected under the circumstances of fighting them close to their own shore: had the battle been in the open sea, still fewer would have escaped. As it was, only three of the nine which got into Cadiz, were in a repairable state for a length of time; the others being mere wrecks: and it may be observed that the battle of Trafalgar left to Great Britain the dominion of the sea, with the example of the life and death of Nelson for its preservation.

It is almost superfluous to add, that all the honours which a grateful country could bestow, were heaped upon the memory of the hero. His brother was created an Earl, with a grant of 6,000*l.* a year; 10,000*l.* were voted to each of his sisters; and 100,000*l.* for the purchase of an estate. A public funeral was decreed, and a public monument. Statues and monuments also were voted by most of our principal cities. His gallant successor, Vice-Admiral Collingwood, was raised to the peerage; gold medals were distributed to the Captains, as on former occasions; and a grand promotion was ordered to commemorate his glorious triumph.

By the following lists will be seen the loss sustained by each British ship, and the manner in which those of France and Spain were disposed of:

wards sent verbal directions to Lord Northesk, to break through the enemy's line a-stern of the fourteenth ship. This was effected in the most masterly and gallant manner; though the Britannia was severely galled in bearing down, by a raking fire from several of the enemy. On passing through the line, and hauling up, she was the fourth ship of the van

BRITISH FLEET.

	Guns.		Killed.	Wounded.
Victory	100	Vice-Admiral Viscount Nelson, K.B. Captain Thomas Masterman Hardy.	57	75
Royal Sovereign	100	Vice-Admiral Cuthbert Collingwood. Captain Edward Rotheram.	47	94
Britannia	100	Rear-Admiral Earl of Northesk. Captain Charles Bullen.	10	42
Temeraire	98	Eliab Harvey.	47	76
Prince	98	Richard Grindall.	—	—
Neptune	98	Thomas F. Freemantle.	10	34
Dreadnought	98	John Conn.	7	26
Tonnant	80	Charles Tyler.	26	50
Mars	74	George Duff *.	29	69
Bellerophon	74	John Cooke *.	27	123
Minotaur	74	C. J. M. Mansfield.	3	22
Revenge	74	Robert Moorsom.	28	51
Conqueror	74	Israel Pellew.	3	9
Leviathan	74	H. W. Bayntun.	4	22
Ajax	74	Lieut. J. Pilfold †.	2	9
Orion	74	Captain Edward Codrington.	1	23
Agamemnon	64	Sir Edward Berry.	2	7
Spartiate	74	Sir Francis Laforey.	3	20
Africa	64	Henry Digby.	18	44
Belleisle	74	William Hargood.	33	93
Colossus	74	James Nicoll Morris.	40	160
Achille	74	Richard King.	13	59
Polyphemus	64	Robert Redmill.	2	4
Swiftsure	74	William Gordon Rutherford.	9	8
Defence	74	George Hope.	7	29
Thunderer	74	Lieut. J. Stockham †.	4	12
Defiance	74	Captain P. C. Durham.	17	53
			449	1114

* Killed.

† Acting in the absence of their Captains, who were attending as witnesses on the trial of Sir Robert Calder.

division in action, the Victory, Temeraire, and Neptune, alone preceding her; and, in a short space of time, completely dismasted a French ship of 80 guns, on board of which a white handkerchief was waved in token of submission. She afterwards singly engaged, and kept at bay, three of the enemy's

COMBINED FLEETS.

Sent to Gibraltar.

	Guns.		Guns.
* San Ildefonso	74	* Bahama	74
* San Juan Nepomuceno	74	Swiftsure	74

Wrecked.

* Monarca	74	Imdomptable	84
* San Francisco de Asis	74	Bucentaure †	80
* El Rayo	100	Berwick	74
* Neptuno	84	Aigle	74
Fougueux	74		

Burnt.

Intrepide	74	* San Augustin	74

Sunk.

* Santissima Trinidada ‡	140	* Argonauta	80
Redoubtable	74		

Taken, but got into Cadiz in the gale, dismasted.

* Santa Anna §	112	Algeziras ‖	74

Returned to Cadiz.

Pluton	74	Argonaute	74
* San Juste	74	Heros	74
* San Leandro	64	* Principe d'Asturias ¶	112
Neptune	74	* Montanez	74

Taken Nov. 4, 1805, by Sir R. J. Strachan.

Formidable **	80	Scipion	74
Mont Blanc	74	Duguay Trouin	74

Achille 74 Blew up during the action.

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* Spanish ships.

† The flag ship of Admiral Villeneuve.

‡ .....Rear-Admiral Cisneros.

§ .....Vice-Admiral d'Aliva.

‖ ..... Magon—Killed.

¶ ..... Gravina.

** ..... Dumanoir.

van ships, that were attempting to double upon the Victory, at that time much disabled, and warmly engaged with two of the enemy. During the whole continuance of this long and bloody conflict, Lord Northesk zealously emulated the conduct of his illustrious leader; nor was his conduct after the action less meritorious, while his skill and promptitude were equally conspicuous in the arduous task of securing the captured ships. And, when the order was given for destroying the prizes, after removing from them the *British Seamen*, his zeal in that truly dangerous service, in a tempestuous sea, and heavy gale of wind, was exceeded only by his exemplary humanity. Though urgent signals were made, and *repeated*, "to expedite their destruction;" his Lordship would on no account suffer l'Intrepide, the nearest of the captured ships to the Britannia, to be scuttled or burned, till his boats had rescued from the devoted prize all her wounded men, and the whole of her surviving crew.

For his eminent services as third in command of the victorious fleet, Lord Northesk was honoured with the insignia of the Order of the Bath; and both Houses of Parliament, the Corporation of London, and of several other cities and public companies, concurred in voting him their thanks. In addition to which the citizens of the metropolis presented him with a handsome sword, and the Goldsmith's Company their freedom.

His Lordship was advanced to the rank of Vice-Admiral, April 28, 1808; became an Admiral, June 4, 1814; and has since been constituted Rear-Admiral of Great Britain and Ireland, and of the Admiralty thereof, and also of the navies and seas of the United Kingdom.

The Earl of Northesk married, in 1789, to Mary, only daughter of the late William Henry Ricketts, of Longwood, co. Hants, Esq., and niece of the Earl of St. Vincent. His eldest son, Lord Rosehill, a Midshipman on board the Blenheim, was lost with Sir Thomas Troubridge in that ship, in 1807 *.

A portrait of the noble Earl, by T. Phillips, was exhibited in the Royal Academy in 1807.

Residence.—Rosehill House, near Winchester, Hants, and Ethie House, Forfarshire.

* See Captain Sir Edward T. Troubridge, Bart.

JAMES VASHON, Esq.

Admiral of the White, and a Vice-President of the Naval Charitable Society.

This officer obtained Post rank April 12th, 1782, and in the following year commanded the Sybil, of 28 guns, at Jamaica. He was subsequently appointed to the Europa 50, on the same station, in which latter ship the gallant Captain Duff, who fell at Trafalgar, was his first Lieutenant.

During the Spanish and Russian armaments, Captain Vashon commanded the Ardent, 64; and at the commencement of the war with the French republic, the St. Albans, of the same force. In that vessel he proceeded to Gibraltar with the fleet under Lord Hood, and returned from thence with a convoy; after which he escorted the trade to the West Indies. In the summer of 1795, our officer removed into the Pompée, of 80 guns, stationed in the Channel. On the 15th June, 1797, he returned to Spithead, in consequence of a most dangerous conspiracy among his crew, which was happily discovered before ready for execution. A court-martial was immediately assembled to try six of the principal mutineers; when the charges having been proved in the clearest manner against four of them, they were sentenced to suffer death, one to be imprisoned twelve months, and the other acquitted. On the 28th two of these unhappy men were executed on board the Pompée, and the other two received the royal pardon.

In the spring of 1799, Captain Vashon removed into the Neptune, of 98 guns, and was sent to reinforce the fleet in the Mediterranean, under Earl St. Vincent; on which station, however, he remained but a few months. Early in 1801, he took the command of the Dreadnought, a new 98-gun ship; and after cruising for some time in the Channel, proceeded off Cadiz and to Minorca, where he continued until the summer of 1802.

Towards the latter end of the following year, we find Captain Vashon in the Princess Royal, 98, stationed at the mouth

of Southampton River, to guard that place, and the west end of the Isle of Wight, in case of an invasion. On the 23rd April, 1804, he was promoted to the rank of Rear-Admiral; and about the same time appointed to the command of the naval force on the coast of Scotland, under the general orders of Lord Keith. He accordingly proceeded to Leith, where his flag was hoisted, and remained till the latter end of 1808, when he was relieved by Sir Edmund Nagle.

Previous to his relinquishment of the above command, the only one, we believe, enjoyed by him as a Flag-Officer, the Master and Brethren of the Trinity-House, Leith, presented him with the freedom of their Corporation, and an elegant silver snuff-box.

He was made Vice-Admiral, April 28, 1808; and Admiral, June 4, 1814. His only son is in holy orders.

RIGHT HON. VISCOUNT EXMOUTH.

Baron Exmouth; a Baronet; Admiral of the White; Knight Grand Cross of the most Honourable Military Order of the Bath; Knight of the Spanish Order of King Charles III.; Knight Grand Cross of the Order of St. Ferdinand, and of Merit, of Naples; and of the Order of Wilhelm, of the Netherlands; Knight of the Royal Sardinian Military Order of St. Maurice, and St. Lazarus; and Knight of the Sardinian Order of Annunciation; Doctor of the Civil Law; President of the Liverpool Seaman's Friend Society, and Bethel Union; a Vice-President of the Naval Charitable, and of the Naval and Military Bible Societies.

THE immediate ancestor of this nobleman was George Pellew, of Flushing, near Falmouth, Esq. who married Judith Shannon, by whom he had three sons; *viz.* first, John; second, Israel, who married Gertrude Trefusis, the descendant of a very ancient family in Cornwall, and a relative of Lord Clinton; and third, Samuel, who married Constance Longford, by whom he had issue, first, Samuel Humphrey; second, Edward, the subject of this memoir; third, Israel, a Vice-Admiral of the White; fourth, John, an officer in the army, who was killed at Saratoga; and fifth, Catharine, wife of the son of the Vice-Admiral of Sweden.

Mr. Edward Pellew was born, if we mistake not, at Dover,

April 19, 1757, and received the first rudiments of his education at that place, from whence he was placed under the care of a respectable tutor at Truro, in Cornwall. He entered the naval service at an early age, and in the spring of 1771, accompanied Captain Stott in the Juno frigate, to the Falkland Islands *. He afterwards went with the same officer in the Alarm frigate, to the Mediterranean; where some misunderstanding arising between Captain Stott, himself, and another Midshipman, the two latter were cruelly sent on shore at Marseilles, and obliged to return to England by land.

At the commencement of the war with our American colonies, Mr. Pellew joined the Blonde frigate, commanded by Captain Philomen Pownall †, with whom he sailed to the relief of Quebec. He was afterwards removed into the Carleton schooner, and distinguished himself by his conduct in the battle fought on Lake Champlain, Oct. 11, 1776 ‡. Our officer then went with General Burgoyne's army across the lakes, to effect a junction with the King's forces at New York; and was, consequently, present at the Convention of Saratoga, Oct. 17, 1777, when the British troops, reduced by the losses sustained in two bloody engagements, and hemmed in on all sides by the enemy, were under the humiliating necessity of surrendering to the rebel General Gates.

Mr. Pellew returned to England by the way of Quebec, and on his arrival was promoted to the rank of Lieutenant. After serving some time in the Licorne, Captain Bellew, he joined the Apollo frigate, commanded by his old patron Captain Pownall, who was soon after killed in action with an enemy's vessel on the Flemish coast §; on which occasion our officer

* The Juno was sent with two other vessels, the Hound and Florida, to take possession of the Falkland Islands, which had been discovered by the Hon. Captain Byron, Jan. 14, 1765.

† When Captain Pownall commanded a repeating frigate on the American station, his anticipation of the services to be performed was so very correct, that the Captains of the fleet complained to Lord Howe "that Pownall's repeating signals were frequently at the top-mast cross-trees before the Admiral's signal was at the mast-head," whereas his duty was "to repeat the signal after an interval of half an hour, in the event of its not being answered in that time."

‡ See Admiral JOHN SCHANCK.

§ The following is an account of the Apollo's action, as given by Beat-

was made Commander, in the Hazard sloop stationed in the North Sea. His Post commission bears date May 31, 1782. At the peace in 1783, Captain Pellew is said to have commanded the Dictator, of 64 guns, in the river Medway; and,

son, in his Naval and Military Memoirs :—" The Apollo, being on a cruise in the North Sea, with some other frigates, at half-past seven in the morning of the 15th June, gave chace to a cutter in the S. W. quarter, in obedience to a signal from the Cleopatra, Captain Murray, the senior officer. Captain Pownall continued in chace of the cutter until half-past ten, when being nearly within gun-shot of her, a large sail was perceived, to all appearance a cruiser, standing towards the Apollo, whose Captain made for her; and having fetched within three miles, she hauled her wind, and crossed his ship, standing to the northward, the steeple of Ostend then in sight. At eleven o'clock she tacked, and stood to the southward. The Apollo did the same, until she brought the chace abaft the weather quarter; and tacked at 12 o'clock. At half-past 12, the Apollo passed her close to leeward, received and returned her fire, tacked immediately, in a few minutes got close along side, and engaged her with all sail set, she standing in for Ostend, and continuing a running fight. When the action had lasted upwards of an hour, Captain Pownall was unfortunately killed by a ball which went through his body. The command devolved on Lieutenant Edward Pellew, who, following his brave Captain's example, maintained a well-directed fire for more than an hour longer; when finding his ship in only three fathoms and a half water, and but two or three miles from the shore, a little to the westward of Ostend, he judged it prudent, with the advice of the officers of the ship, to wear, and bring to, with her head to the northward. He intended to renew the action, as soon as the sails could be taken in, which, from the situation of the ship in chace, and action, were all set, much torn, and only one brace left. In a few minutes after this, the enemy's foremast and main-top-mast fell by the board, with the main-top and main-yard; and the ship was to all appearance aground, as she heeled very much, did not bring up to the wind, and was in a very shattered condition. Ostend at this time bore S.S.E. distant from the shore about two miles. While the officers were perusing the strict orders they had against violating the coasts of neutral powers, the enemy's ship fired a gun to leeward, seemingly with a design to claim protection. This was answered by two or three guns from the garrison. On this, Mr. Pellew desisted from his intention of renewing the action, and drew off; the Apollo's masts being much wounded in several places, her rigging greatly damaged, and three feet water in her hold, occasioned by several shot which she had received between wind and water. The officers and crew of the Apollo behaved with the greatest bravery and good conduct. Besides the gallant Captain Pownall, 4 seamen and 1 marine were killed in the action, and 16 seamen and 4 marines wounded. The enemy's ship was the Stanislaus, a merchant frigate, pierced for 32 guns, but had only 26 twelve-pounders mounted. By assistance from the shore, she was got

during the Spanish and Russian armaments, the Salisbury, of 50 guns, bearing the flag of Vice-Admiral Milbanke, on the Newfoundland station, where he twice saved the life of a fellow creature, by jumping overboard, whilst his ship was at sea; and in one of these instances his conduct appears the more praise-worthy, as he was still labouring under the effects of a severe illness.

The war with revolutionary France, afforded an admirable opportunity for able officers to exhibit their talents. Nor was it allowed to slip away by the subject of this memoir, who omitted no occasion for the display of his zeal and energy.

Having, early in the year 1793, obtained the command of the Nymphe, of 40 guns and 240 men, he cruised in the Channel until the 18th June; early on the morning of which day, being off the Start Point, he fell in with the French frigate Cleopatra, and bore up for her immediately. All was silent until the ships came within hail; Captain Pellew then ordered his crew to man the shrouds and give three cheers, with "*Long live King George the Third!*" The French Captain ordered his rigging, in the same manner, to be manned; and, coming forward on the gangway, waved his hat, exclaiming "*Vive la Nation!*" which his crew accompanied with three cheers. Captain Pellew's putting on his hat was the signal for the Nymphe to begin the action. One more desperate was never fought; they were engaged, throughout, yard-arm and yard-arm. The sails and rigging were so much intermixed during the engagement, that the crew of the Nymphe actually went from their own yards to those of the Cleopatra, and cut the men from their quarters. At length a shot from the British frigate carried away the enemy's mizen-mast, and another her wheel; so that she became ungovernable, and fell on board her opponent.

Captain Pellew, from the cloud of smoke in which both ships were enveloped, not knowing the real cause, concluded his adversary intended to board him, and prepared for his reception: but finding the Republicans did not advance, he imme-

off and carried into Ostend, where she was soon after brought to a sale, bought by the British government, and added to the royal navy by the name of the Proselyte; where she did excellent service, and was esteemed a remarkably quick sailing vessel.

diately gave orders to board the Cleopatra, which were executed with great bravery from the quarter deck, and the French colours hauled down.

The Cleopatra mounted the same number of guns as the Nymphe, and was manned with 320 men; of whom 63 were either killed or wounded, including among the former her commander, Citizen Muller, whose remains were interred at Portsmouth, five days after the action, attended by his officers.

The Nymphe had 23 killed, and 27 wounded.

On the 29th of the same month, his late Majesty conferred the honour of knighthood on Captain Pellew, for his distinguished gallantry; and graciously commanded his brother Israel, who had served as a volunteer on the occasion, to be promoted to the rank of Post-Captain.

Soon after this, Sir Edward Pellew was appointed to the command of the Arethusa, a fine frigate, of 44 guns, with a complement of 277 men, attached to the squadron under the command of Sir John B. Warren. In this ship he was present at a number of encounters, both with batteries on shore, and the enemy's vessels at sea.

Early on the 23d April, 1794, while cruizing off Guernsey, in company with the Flora, Melampus, la Nymphe, and la Concorde, four sail were discovered standing out to sea; and, as day broke, they were clearly perceived to be French. The wind, by fortunately changing two points, enabled the British to gain the weather-gage, and bring them to close action, while it, at the same time, precluded the possibility of gaining their own shore.

The battle was maintained on both sides with great resolution for three hours, when two of the enemy's ships, la Pomone of 44 guns and 341 men, and la Babet, of 22 guns and 178 men, struck to the Flora and Arethusa. Meanwhile, the other English frigates pursued the remainder of the French squadron, and at length succeeded in capturing l'Engageante, of 38 guns and 300 men *. In this action the Arethusa had 3 men killed, and 5 wounded.

On the 23d Aug., the squadron, under the command of Sir John B. Warren, cruizing off Brest, fell in with, and drove on shore near the Penmark Rocks, la Felicité French frigate of

* See Admiral Sir R. J. Strachan.

40 guns, 18 pounders, and 350 men; and soon after two corvettes, l'Espion and Alert, mounting 18 guns, 9 pounders, and 200 men each. They at first took shelter under cover of three batteries in Hodierne Bay; but being hard pressed, cut their cables and ran ashore. The boats of the squadron were ordered under Sir Edward Pellew to destroy them: on boarding the corvettes, he found that many of their people were so dangerously wounded, that they could not be removed to the frigates without risk of their perishing; he therefore, for the sake of humanity, let them remain, to be relieved by their friends on shore. The corvettes were bilged and scuttled.

In Oct. following, we find Sir Edward Pellew cruizing off Ushant, with a small squadron under his own command, consisting of the Arethusa, Artois, Diamond, and Galatea frigates. On the 21st of that month, he discovered a large French frigate, and immediately gave orders for a chace. The enemy being to leeward was cut off from the land, and after sustaining an action of 40 minutes with the Artois, obliged to surrender *.

At the commencement of 1795, our officer again served under Sir John B. Warren; whose squadron, on the 18th Feb., fell in with, off the isle of Oleron, a French frigate and twenty sail of vessels under her convoy; which were pursued half way up the Pertius d'Antioche, in sight of the isle of Aix. The tide of flood then setting strong up, and the wind being right in, the British ships were obliged to haul off; notwithstanding which they captured a national schooner of 8 brass guns, and seven merchantmen; and destroyed eleven others. These vessels were chiefly laden with provisions and cloathing for the French fleet and army. The frigate under whose escort they were, was la Nereide, of 36 guns. In the ensuing month, Sir Edward again commanded a squadron, and took and destroyed fifteen out of a fleet of twenty-five sail of coasters; the remainder he obliged to seek refuge among the rocks near the Penmarks.

A circumstance occurred, at the beginning of the year 1796, which displayed the bravery and humanity of the subject of this memoir, in the most interesting light. On the 26th Jan., the Dutton East Indiaman, was driven by stress of

* See Admiral Sir Edmund Nagle.

weather into Plymouth. The gale continuing with increased fury, it was deemed advisable, for greater safety, to make for Catwater; but the buoy placed as a mark upon the reef off Mount Batten, having been sunk or broken adrift by the late storms, of which the Plymouth pilots were not aware, the ship touched on the tail of the shoal, and lost her rudder. Thus disabled and ungovernable, she fell off, and grounded under the citadel, near the Barbican; the sea continually breaking over her, which occasioned her to roll so prodigiously, that at one jerk all her masts went by the board, and fell towards the shore, the ship heeling off with her side to seaward.

As many as were active and able got safe on shore, with the captain and officers; but there still remained a considerable number of seamen, soldiers, and their wives on board. Captain Pellew observing that the gale rather increased than abated, and knowing that a single rope from the ship to the shore was all the communication they could have with it, and that the flood tide would make a complete wreck of the vessel, earnestly entreated some of the numerous spectators to accompany him, by means of this rope, on board, that he might rescue its crew from the inevitable fate that impended. The shore was crowded with people of all descriptions, amongst whom were pilots, and other sea-faring men, to whom Captain Pellew offered any money, if a single individual would follow his directions. The scene was tremendous; the gale every moment increased, and one and all were appalled: when at length, Mr. Edsell, the Port-Admiral's Signal Midshipman, came forward and nobly volunteered his services: they were accordingly fastened to the rope, and hauled on board. As they had not dared to make it completely fast on shore, lest the rolling and jerking of the ship should break it, it may easily be conceived, that by the rising and falling of the rope, these brave adventurers were at times high above, and at others under the water. Being at length got on board, they sent a hawser to the shore, to which travellers and hawling lines were affixed, and by this means the whole of the crew were saved. Sir Edward and Mr. Edsell were the last who left the ship, which soon afterwards went to pieces.

For the manly conduct displayed by Sir Edward on this occasion, the Corporation of Plymouth presented him with the freedom of that borough. On the 5th March, in the same year, he was advanced to the dignity of a Baronet of the United Kingdom, as Sir Edward Pellew, of Treverry, in Cornwall; and about the same time he proceeded on a cruize in the Indefatigable, a cut-down 64, mounting 46 guns, with four frigates under his command.

On the 9th April, Sir Edward's squadron fell in with, and captured a fleet of French merchantmen, and drove la Volage, of 26 guns, on shore. Four days after, l'Unité, of 38 guns and 255 men, was taken. On board her were Madame le Large, wife to the governor of Rochefort, with the whole of her family and domestics; her son, an ensign of the frigate, Sir Edward, with great feeling and politeness, suffered to return to France in a neutral vessel, taking the parole of the young man not to serve until exchanged.

On the morning of the 20th, whilst the squadron was lying to under the Lizard, waiting till the prize had got safe into Falmouth, a large ship was observed standing in for the land, which, when the private signal was made, tacked, and stood off. Sir Edward Pellew, certain of its being an enemy's frigate, immediately gave chace, in company with the Amazon and Concorde. About midnight, after a chace of fifteen hours, and having run one hundred and sixty eight miles, the Indefatigable, by her superior sailing, got alongside of the enemy, and brought her to close action, which continued without intermission, under a croud of sail, for one hour and forty-five minutes. At this time the enemy's ship, whose commander defended her with great bravery, had her mizen mast and main top mast shot away. In this situation the Indefatigable unavoidably shot a-head; her mizen top-mast and gaff being gone, and the main top-sail rendered useless, with her running rigging cut to pieces, she had no sail to back, until new braces could be rove; neither did Sir Edward Pellew think it prudent to throw his ship in the wind, lest he should be exposed to a raking fire; he therefore remained at a proper distance a-head of the enemy, until he might be enabled to renew the attack. Just at this moment the Concorde ranged up under the enemy's stern, and Captain Hunt was

preparing to rake her, when she fired a gun to leeward, and surrendered. She proved to be the French national frigate, la Virginie, of 44 guns, 18 pounders on the main deck, and nines on the quarter deck and forecastle, manned with 340 men, and commanded by M. Bergeret, Capitaine de Vaisseau, from Brest, bound on a cruize off the Lizard. When taken possession of, her hull was a complete sieve, and four feet water in her hold.

It is remarkable, that in this action the Indefatigable had not a man hurt. La Virginie, on the contrary, had 15 killed and 27 wounded, 10 of them badly.

The year 1797 afforded fresh proofs of the vigour and enterprise of Sir Edward Pellew. On the 13th January, while cruizing to the S. W. of Ushant, in company with the Amazon frigate, commanded by Captain Reynolds, he perceived a large ship in the N. W. quarter, steering under an easy sail towards the coast of France. At this time the wind blew hard at west, with thick hazy weather. Chace was instantly given. At four P. M. the Indefatigable had gained sufficiently upon the strange ship for Sir Edward to distinguish very clearly, that she had two tier of guns with her lower deck ports shut, and that she had no poop.

At a quarter before six he brought the enemy to close action, which continued to be well supported on both sides near an hour, when the Indefatigable unavoidably shot a-head; at this moment the Amazon appeared astern, and gallantly supplied her place; but the eagerness of Captain Reynolds to second his friend, had brought him up under a press of sail, and after a well supported and close fire for a little time, he also unavoidably ran a-head. The enemy made an ineffectual attempt to board the Indefatigable, and kept up a constant and heavy fire of musketry till the end of the action, frequently engaging both sides of the ship at the same time.

As soon as Sir Edward Pellew had replaced some of the disabled rigging, and brought his ship under a proper sail, and the Amazon reduced hers, they commenced a second attack, placing themselves, after some raking broadsides, upon each quarter, often within pistol shot. This attack lasted without intermission for five honrs; when the Indefatigable was obliged to sheer off to secure her masts.

About twenty minutes past four in the morning, the moon opening rather brighter than before, shewed to Lieutenant Bell, who was watchfully looking out on the forecastle, a glimpse of the land, which he had scarcely reported to Sir Edward Pellew, before the breakers were seen. At this time the Indefatigable was close under the enemy's starboard bow, and the Amazon as near her on the larboard; not an instant could be lost—every life depended upon the prompt execution of orders; nothing could equal the activity of her brave crew, who, with incredible alacrity, hauled the tacks on board and made sail to the southward. Before day-light they again saw breakers upon the lee bow, and wore to the northward. Not knowing exactly on what part of the coast they were embayed, the lingering approach of day-light was most anxiously looked for; and soon after it opened: the land was seen very close a-head; the ship was again wore in twenty fathoms water, and stood to the southward. A few minutes after the Indefatigable discovered and passed within a mile of the enemy who had so bravely defended himself; the ship was lying on her broadside, and a tremendous surf beating over her. The miserable fate of her brave crew was perhaps the more sincerely lamented by those of the Indefatigable, from the apprehension of their suffering a similar misfortune, having at that time four feet water in the hold, a great sea, and the wind dead on the shore.

Sir Edward Pellew was now able to ascertain his situation to be that of Hodierne Bay, and that their fate depended upon the possible chance of weathering the Penmark Rocks, which, by the uncommon exertions of her fatigued and exhausted crew, in making all the sail they could set, was happily accomplished at eleven o'clock, passing about a mile to windward of them.

The fate of the Amazon was not so fortunate; when the Indefatigable had hauled her wind to the southward, she had hauled hers to the northward: Captain Reynolds, notwithstanding every effort, found his masts, yards, rigging, and sails so miserably cut and shattered, with three feet water in his hold, that it was impossible to work off the shore; in this condition, a little after five in the morning, the Amazon struck the ground; and almost at the same moment the ene-

my shared a similar fate. The crew (excepting six, who stole away the cutter and were drowned) saved themselves by making rafts, and upon their landing were made prisoners.

In this gallant action, which commenced at a quarter before six P. M. and lasted (excepting at short intervals,) until half past four A. M. the sea was so high, that the people in both ships were up to their middles in water on the main deck. Some of the guns on board the Indefatigable broke their breechings four times over; others drew the ring bolts from the sides; and many, from getting wet, were repeatedly drawn immediately after loading.

The loss sustained was only 19 wounded on board the Indefatigable; among the number Mr. Thompson, the first Lieutenant.

The Amazon had 3 men killed, and 15 badly wounded.

The enemy's ship proved to be les Droits des Hommes, of 80 guns, commanded by Captain ci-devant Baron Le Cross, and had on board 1750 men, including soldiers, 1350 of whom perished.

Sir Edward Pellew remained in the Indefatigable until the spring of 1799, when he was appointed to the Impetueux, of 78 guns *; but he does not appear to have been engaged in any other affair of moment previous to the summer of 1800, at which period he was sent, by Earl St. Vincent, with a squadron consisting of seven ships of the line, one of 50 guns, nine frigates, a sloop of war and a cutter, having on board a detachment of troops, under the command of Major-General Maitland, to co-operate with the French Royalists, and Chouans, in Quiberon Bay and the Morbihan. But the issue of this enterprize, though not so disastrous and fatal as that which formerly took place under Sir John B. Warren †, was not attended with any important or permanent success; this was owing entirely to the circumstance of the Royalists being much less formidable than they had represented themselves

* In addition to the captures already mentioned to have been made by Sir Edward Pellew and his squadron, sixteen armed vessels and privateers, mounting 238 guns, appear to have been taken, up to Dec. 31, 1798.

† See p. 169.

to be. The forts on the south west end of Quiberon were silenced and destroyed; several vessels were cut out and captured; but this is nearly the sum total of the result of this expedition.

As so little could be effected at Quiberon, Sir Edward Pellew and General Maitland resolved to make an attack on Belleisle. If this had been done, as soon as the plan was matured, it probably would have succeeded; but some delay took place from unforeseen circumstances: the enemy were alarmed and prepared; and on the morning of the 19th June, General Maitland received information that seven thousand troops were assembled on the island. Nothing now could be attempted against Belleisle; the small island of Houat was, indeed, taken possession of for a short time; but this also was abandoned, and the Major-General proceeded for the Mediterranean, where, it was thought, his force might be more beneficially employed.

After the close of this expedition, Sir Edward Pellew was employed with his squadron, in the blockade of Port Louis, on which station one of his Lieutenants, the present Captain Coghlan, performed a most gallant exploit in capturing le Cérbere, French brig of war, the particulars of which will be given in our memoir of that gentleman.

In the ensuing autumn, our officer, still in the Impetueux, was again attached to the squadron of his old commander, Sir J. B. Warren, in an expedition against Ferrol *, and was sub-

* The force employed in the expedition against Ferrol, consisted of seven sail of the line, five frigates, and a sloop, together with a large body of troops, under the command of Sir James Pulteney.

The armament arrived off the Bay of Playa de Dominos, on the 25th Aug.; and the General having desired that the troops might be disembarked, Sir John Warren directed Sir Edward Pellew to superintend that service, which was ably performed on the same night, in the above-mentioned Bay, after a fort of eight 24 pounders had been silenced by the fire of the Impetueux, Brilliant, Cynthia, and St. Vincent gun boat; the whole army were landed without the loss of a man, together with sixteen field pieces, attended by seamen from the men of war, to carry scaling ladders, and to get the guns to the heights above Ferrol. Immediately the troops quitted the boats, they ascended a ridge of hills adjoining to the Bay. Just as they had gained the summit, the rifle corps commanded by Lieutenant Colonel Stewart, fell in with a part of the enemy, which they drove back.

sequently placed under the orders of Admiral Cornwallis. The Impetueux was put off commission, April 14, 1802, about which time Captain Pellew was nominated a Colonel of Marines.

At the general election in the same year, our officer had the satisfaction of being returned to parliament, as one of the members for Barnstaple, co. Devon. On leaving the hustings, he was conducted to a barge fixed upon wheels, ornamented with laurel, and adorned with colours. This vehicle, manned with a number of prime seamen, in white shirts, with oars in their hands, and steered by a Lieutenant of the navy, in full uniform, then *got under weigh*, amidst the cheers of the populace *.

At day-break on the morning of the 26th, a considerable body of the enemy was repulsed by the brigade under the command of Major-General the Earl of Cavan, supported by some other troops; this advantage gave the British the complete and undisturbed possession of the heights which overlooked the town and harbour of Ferrol; but not without some loss, chiefly owing to the steep and rocky ground the troops had to march over. Sixteen were killed. Lieutenant Colonel Stewart; Captain Hamilton, of the 27th; Captain Trevors, of the 79th; Lieutenant Edmonstone, of the 2d battalion of the Royals; and Captain Torrens, of the 1st battalion of the 52d (who died of his wounds), and 63 rank and file wounded.

On the same evening the General informed Sir J. Warren, that from the strength of the country, and the enemy's works, no further operations could be carried on, and that it was his intention to re-embark the troops; which service was accomplished with great order and regularity before day-break on the 27th, when the squadron proceeded to sea, and the next day arrived off Vigo, from whence they went to the southward as far as Lisbon, and then returned to Plymouth.

On the 12th October, Sir John B. Warren addressed the following grateful acknowledgment from on board the Renown, in Cawsand Bay, to the respective Captains under his orders:

"The Commander-in-Chief, having expressed to me his entire approbation of your conduct, and the officers, seamen, and marines of H. M. S. under your command, upon every occasion that presented itself during the late expedition, has desired me to return his thanks for the zeal which was manifested, and the exertion made by them upon that service; which I request you will communicate to them, in as public a manner as you think proper to adopt, and to accept my thanks also, and present the same to the officers and men, for their meritorious behaviour.

"I have the honour to be, &c.

"J. B. WARREN."

* Mr. Wilson, a former member, and one of the unsuccessful candi-

Sir Edward does not appear to have taken any very great interest in the affairs of the House; but, on the 15th March, 1804, when an inquiry was moved for, respecting the naval defence of the country, with the view of censuring the administration of Earl St. Vincent; he, instead of contenting himself with a silent vote, delivered his opinion at considerable length, in favour of that nobleman. He rose in the debate immediately after the Hon. Admiral Berkeley, who had accused the Admiralty of negligence, and compared the armed vessels, which had been sent to the coast of France, to so many cockle-shells. The manner in which he treated the subject, rivetted the attention of the House, and drew forth the particular praise of Mr. Wilberforce, who followed him.

On the 23rd of the succeeding month, Sir Edward Pellew, who, on the renewal of the war, had been appointed to the Tonnant *, of 80 guns, was promoted to the rank of Rear-Admiral of the White; and the important office of Commander-in-Chief in India happening to be vacant, he had the good fortune to be nominated as the successor of Admiral Rainier upon that station. He accordingly hoisted his flag in the Culloden, of 74 guns, and sailed thither in the course of the ensuing summer.

dates, petitioned the House of Commons against Sir Edward's return, alleging a breach of the treating act. Some actual payments, of three or four guineas a man, were proved; but as those appeared to have been made to non-resident voters, for the purpose of defraying their travelling expences, the committee, which had been appointed to try the merits of the election, determined that the sitting member had been duly elected.

* In March 1803, when appointed to the Tonnant, Sir Edward Pellew advertised for a schoolmaster to instruct the young gentlemen of that ship; and as an inducement to a person of respectability to apply for the situation, offered to pay out of his own purse a yearly stipend of 50*l.* in addition to the salary allowed by government.

It is the Compiler's most anxious wish to avoid the imputation of adulation on this, as on every other occasion; but he cannot refrain from giving publicity to the following act of generosity on the part of Sir Edward Pellew, which was noticed in the ephemeral publications at the period when it occurred:—the wife of Rovere one of the French deputies banished to Cayenne, was taken on her passage by our officer. She had sold all her property in France for the purpose of joining her unhappy husband, and had with her 3000*l.* sterling. Sir Edward restored it to her, and paid his crew their share out of his own pocket

Nothing of consequence occurred within the limits of the Rear-Admiral's command until Nov. 1806, about the middle of which month, he proceeded towards Batavia, in search of a French squadron which he expected to meet with; and, on the 27th, arrived in the Roads, with a squadron consisting of four sail of the line, two frigates, and a brig.

Having previously captured the Dutch East India Company's armed vessel, Maria Wilhelmina, the Terpsichore frigate, preceded by the Sea-Flower brig, led through the very intricate navigation of those parts. On discovering the approach of the British force, the Dutch national frigate Phœnix, two armed ships, and four brigs, followed by the merchantmen, immediately ran on shore, the William corvette having first struck to the Terpsichore, on passing Onrust. The shoal water preventing Sir Edward's ships from anchoring sufficiently near to fire with effect upon the batteries, or on the ships on shore, the boats of the squadron assembled alongside of the Terpsichore, which, with another frigate, had been placed as near as possible to cover them, and were led in to destroy the enemy's vessels, by Captain Fleetwood Pellew, the Rear-Admiral's son, under a heavy fire from them and the batteries. The crew of the Phœnix immediately abandoned her; and, on boarding, she was found to have been scuttled. Her guns, however, were instantly turned on the other ships, whilst the boats were destroying the remainder; after which, she also was set on fire and burnt. Two line-of-battle ships had quitted the anchorage, or they must inevitably have shared the same fate. The whole of the vessels destroyed and taken in Batavia Roads upon this occasion, including the merchantmen, amounted to about thirty; and, what was more highly gratifying, the loss of men on the part of the British, though exposed to the continued fire of the enemy, was only one killed, and four wounded.

The next event of which we find official notice took place at Griessee, Dec. 11, 1807, on which day the whole of the men of war remaining to the power of Holland in the East Indies, were destroyed *. On the 28th April, 1808, Sir Edward was advanced to the rank of Vice-Admiral of the

* See Captain Hon. F. B. R. Pellew, in our next volume.

Blue; and he retained the command in that quarter until about the commencement of the following year. Previous to his departure for England he received an address from the merchants, ship-owners, and underwriters of Bombay, expressive of their acknowledgments for the protection he had afforded to the trade of that port.

We next find our officer, with his flag on board the Christian VII., during the summer of 1810, employed in the blockade of Flushing. He was afterwards appointed to succeed Sir Charles Cotton, as Commander-in-Chief of the Mediterranean fleet, and proceeded to that station in the Caledonia of 120 guns, which ship bore his flag during the remainder of the war *.

On the 14th May, 1814, Sir Edward Pellew, as a reward for his eminent and long services, was raised to the dignity of the peerage by the title of Baron Exmouth, of Canonteign, in the county of Devon; and on the 4th of the following month he became an Admiral of the Blue. He was nominated a K. C. B. Jan. 2, 1815.

The resumption of the sovereign authority in France by the exile of Elba, having again disturbed the repose of Europe, a squadron was immediately sent to the Mediterranean, under the orders of Lord Exmouth, whose flag was in the Boyne, of 98 guns. Having had the pleasure of contributing, in conjunction with an Austrian army, to the restoration of the legitimate King of Naples, his Lordship proceeded to Marseilles, where he co-operated with Major-General Sir Hudson Lowe, and the Marquis de Riviere, Lieutenant to Louis XVIII. for Provence and the neighbouring departments, in reducing the rebellious Toulonese, headed by Marshal Brune, to submission.

After the second abdication and final overthrow of Buonaparte, the English squadron was employed in no service of importance until the month of March, 1816, when Lord Exmouth sailed for Algiers, where, after some hesita-

* The transactions of the various detachments from Sir Edward's fleet are fully detailed in the memoirs of Sir Josias Rowley, Sir Benjamin Hallowell, Sir Edward Codrington, Sir William Hoste, and numerous other officers, who commanded squadrons and single ships employed on the coasts of the different kingdoms washed by the Mediterranean Sea.

tion on the part of the Dey, a treaty was concluded, relative to the abolition of Christian slavery. His Lordship then sailed for Tunis and Tripoli, at which places he negotiated matters with similar success.

Having thus fulfilled the objects of his mission, the noble Admiral returned to England in the month of June 1816, and found, on his arrival, that in consequence of renewed aggressions on the part of the Algerines, subsequent to his departure from their coast, government had determined to inflict a signal chastisement on that regency; for which purpose they had selected him as commander of the expedition.

His Lordship embarked on board the Queen Charlotte, of 108 guns, at Portsmouth, on the 20th July; but from the continuance of adverse winds and calms, the land to the westward of Algiers was not made before the 26th August. The next morning at day-break the British fleet, and six Dutch frigates by which it was accompanied, were advanced in sight of the city, though not so near as was intended. As the ships were becalmed, Lord Exmouth despatched a boat under cover of the Severn, with a flag of truce, and the demands he had to make, in the name of the Prince Regent, on the Dey of Algiers.

After a delay of three hours, during which the sea-breeze had enabled the fleet to reach the bay, the boat was seen returning with a signal flying, that no answer had been received. The Commander-in-Chief instantly made the signal to know if the ships were all ready, which being answered in the affirmative, the Queen Charlotte bore up, followed by the fleet, for their appointed stations; the flag, leading in the prescribed order, was anchored at the entrance of the Mole, at about fifty yards distance, and the other ships took their stations with admirable precision.

The battle commenced at a quarter before three P. M., by a shot fired from the shore at the Queen Charlotte, who was then lashing to the main-mast of a brig, fast to the shore in the mouth of the Mole, and two at the ships to the northward then following, which were promptly returned, and a fire as animated and well supported as was ever witnessed kept up until nine o'clock, without intermission, and which did not cease altogether until half past eleven; when many of the

barbarians' ships being in flames, and certain of the destruction of the whole, Lord Exmouth considered he had executed the most important part of his instructions, and made preparations for withdrawing the ships. After much warping and towing, by the help of a light air of wind, the whole came to an anchor out of reach of shells, about two in the morning, after twelve hours incessant labour.

The flotilla of mortar, gun, and rocket-boats, shared to the full extent of their power in the honours of this day, and performed good service; it was by their fire all the ships in the port (with the exception of the outer frigate) were in flames, which extended rapidly over the whole arsenal, &c. exhibiting a spectacle of awful grandeur and interest, no pen can describe.

The sloops of war which had been appropriated to aid and assist the ships of the line, and prepare for their retreat, performed not only that duty well, but embraced every opportunity of firing through the intervals, and were constantly in motion.

The shells from the bombs were admirably well thrown by the Royal Marine Artillery; and although crossing over the large ships, not an accident occurred. The Dutch Admiral Van Capellan, with his frigates, covered the British ships from the enemy's flanking batteries, on which he kept up a good fire.

The result of this dreadful conflict was:—The abolition, for ever, of Christian slavery. The liberation of all slaves in the territory of Algiers. Reparation to the British Consul for all losses sustained by him in consequence of his confinement. A public apology made by the Dey to the same gentleman. The recovery of 382,500 dollars for Naples and Sardinia. The destruction of four large frigates, of 44 guns each; five large corvettes, from 24 to 30 guns each; thirty gun and mortar-boats; several merchant brigs and schooners; a number of small vessels of various descriptions; all the pontoons, lighters, &c.; and a great many gun-carriages, mortar-beds, casks, and ships' stores of all descriptions: besides the store-houses and arsenal, with all the timber and various marine articles, destroyed in part, and between 6 and 7000 Algerines killed and wounded.

The total loss in the combined squadrons * amounted to 141 killed, and 742 wounded; which, according to the number of men employed, exceeds the proportion in any of our former victories.

For this splendid achievement Lord Exmouth was raised to the dignity of a Viscount, and received the thanks of both Houses of Parliament. He was also presented by the city of

* The following is a list of the ships and vessels employed under the orders of Lord Exmouth, in the attack upon Algiers, Aug. 27, 1816, exclusive of the mortar-boats, &c.

	Guns.		Killed.	Wounded.
Queen Charlotte	108	Admiral Lord Exmouth, K. C. B. Captain James Brisbane.	8	131
Impregnable	104	Rear-Admiral David Milne. Captain Edward Brace.	50	160
Superb	78	Charles Ekins.	8	84
Minden	74	William Paterson.	7	37
Albion	74	John Coode.	3	15
Leander	60	Edward Chetham.	17	118
Severn	50	Hon. T. W. Aylmer.	3	34
Glasgow	50	Hon. Anthony Maitland.	10	37
Granicus	42	William Furlong Wise.	16	42
Hebrus	42	Edmund Palmer.	4	15
Heron	18	George Bentham.	—	—
Mutine	18	James Mould.	—	—
Prometheus	22	Wm. Bateman Dashwood.	—	—
Cordelia	10	William Sargent.	—	—
Britsmart	10	Robert Riddell.	—	—
Beelzebub	Bombs.	William Kempthorne.	—	—
Infernal	Bombs.	Hon. G. J. Perceval.	2	17
Hecla	Bombs.	William Popham.	—	—
Fury	Bombs.	C. R. Moorsom.	—	—
		Total loss sustained by the British	128	690

Dutch Squadron.—Commanded by Vice-Admiral Baron Van Capellen.

Melampus	3	15
Frederica	—	5
Dageraad	—	4
Diana	6	22
Amstee	4	6
Eendracht	—	—
Grand Total	141	742

London with a sword, accompanied by an appropriate speech from the Lord Mayor; and partook of a banquet prepared for him by the Ironmonger's Company, who are the trustees of an estate of 2,000*l.* per annum, bequeathed many years ago by one of their members, a Mr. Betton, who had had the misfortune to fall into the hands of the pirates, for the ransom of British captives who may chance to be enslaved by any of the Barbary States. It is here necessary to remark, that the Company have religiously obeyed the injunctions of the humane testator, and commissioned a regular agent at Mogadore for the purpose.

In addition to these public marks of approbation, the officers employed under his orders at Algiers presented his Lordship with a piece of plate, of massy size and elegant workmanship, as a mark of their admiration of his conduct. It was made by Rundell and Co., London, and cost 1,400 guineas. The residue of the sum subscribed to purchase it, was handed over to that excellent, though by no means duly appreciated institution, the *Naval Charitable Society*. Lord Exmouth had before received from the Flag-Officers and Captains who served with him in the Mediterranean during the late war, a handsome table ornament, of the value of 500 guineas, which they requested him to accept as a token of their respect and regard.

On the demise of Sir John Thomas Duckworth, in the autumn of 1817, his Lordship was appointed to the chief command at Plymouth, where he continued with his flag in the Impregnable, of 104 guns, until Feb. 1, 1821. He was nominated a G. C. B. previous to the Algerine expedition.

Lord Exmouth married, about the year 1783, Susan, daughter of James Frowde, of Knowle, in Wiltshire, Esq. Two of his sons are Captains in the R. N.; a third is a Prebendary of Canterbury, and has lately been united to a daughter of Viscount Sidmouth. One of the noble Admiral's daughters is the lady of Vice-Admiral Sir L. W. Halsted; and another of Captain Richard Harward, R. N.

A portrait of his Lordship by W. Owen, was exhibited at the Royal Academy, in 1819.

SIR ISAAC COFFIN, BART.

Admiral of the White; M. P. for Ilchester; and a Member of the Bath and West of England Society for the encouragement of Agriculture, Arts, Manufactures, and Commerce.

THE Coffin family has been allied, by intermarriages, with the honorable houses of Chudleigh, Cary, Prideaux, Cockminton, Hathey, Hingeston, &c. So far back as the reign of King Henry II. we find Sir Richard Coffin, of Portledge, in the parish of Alwington, in the northern part of the county of Devon, Knight, which ancient seat and manor had been in the possession of his ancestors from the Norman conquest.

The family very early spread itself into several branches, which flourished so well in divers places of Devonshire, that they left their name and adjunct to many of them, as Combe Coffin, now Combe Pyne, in the east part; Coffin's Will, in the south part; and Coffin's Ingarly, in the west part thereof: in which latter place the mansion house was near the church, and had attached to it an extensive deer park, now wholly demolished.

The direct ancestor of the subject of this memoir was Tristram Coffin, of Brixton, near Kitley *, co. Devon, Esq., who emigrated to North America in 1642, (taking with him the widow of his brother, who had been killed in battle) and settled in the township of Salisbury, near Newbury Port. In 1776, the loyalty by which the Coffins in America distinguished themselves, having rendered them obnoxious to the republicans, they were compelled to return to the mother country.

OUR officer is the fourth and youngest son of Nathaniel Coffin, Esq., Cashier of the Customs in the port of Boston, by Elizabeth, daughter of Henry Barnes, Esq. merchant of the same place, and was born May 16, 1759. He entered the naval service in May 1773, under the auspices of Rear-Admiral John Montagu, who confided him to the care of the late Lieutenant William Hunter, of Greenwich Hospital, at

* The seat of E. P. Bastard, Esq. M. P. for Devonshire.

that period commanding the Gaspée brig, on the American station.

"Of all the young men," says Lieutenant Hunter, "I ever had the care of, none answered my expectations equal to *Isaac Coffin*. He pleased me so much, that I took all the pains in my power to make him a good seaman; and I succeeded to the height of my wishes: for never did I know a young man acquire so much nautical knowledge in so short a time. But when he became of use to me, the Admiral thought proper to move him. We parted with considerable regret."

Mr. Coffin, after quitting the Gaspée, served as Midshipman successively on board the Captain, Kingfisher, Fowey, and Diligent, on the Halifax station; from the latter vessel he was removed into the Romney, of 50 guns, bearing the flag of his patron at Newfoundland; and in the summer of 1778, he obtained a Lieutenancy, and the command of the Placentia cutter. In the ensuing spring he served as a volunteer on board the Sybil frigate, Captain Pasley; and was soon after appointed to the command of le Pinson armed ship. In this vessel, owing to the negligence of the Master who had charge of her, he had the misfortune to be wrecked on the coast of Labrador; upon which he returned to St. John's, where he was tried by a Court-Martial, and fully acquitted, his conduct being considered that of an able officer and seaman, wholly free from blame.

Lieutenant Coffin now came to England, and in November 1779, was appointed to the Adamant, about to be launched at Liverpool. In June 1780, that ship sailed for Plymouth under jury masts; and in the month of August following, she was ordered to escort the trade bound to New York. His next appointment was to the London, of 98 guns, the flag-ship of Rear-Admiral Graves, then second in command on the coast of America; and from her he removed into the Royal Oak, a third rate, under Vice-Admiral Arbuthnot, Commander-in-Chief, to whom he acted as signal Lieutenant in the action off Cape Henry, March 16, 1781 *.

The Royal Oak, on her return to New York, ran aground, and received so much damage that she was obliged to go to Halifax to be hove down. In July following, Lieutenant

* See p. 40.

Coffin received the official notification of his promotion to the rank of Commander; and on his arrival at New York joined the Avenger sloop, in which vessel he proceeded up the North River, where he remained some months at the British advanced post; and, in January 1782, exchanged with the present Sir Alexander Cochrane, into the Pachahunter sloop.

From New York, Captain Coffin proceeded to Barbadoes, where he found Sir Samuel Hood about to depart for St. Kitt's in quest of the French fleet. Hereupon he solicited and obtained permission to serve as a volunteer, and was consequently received on board the Barfleur, of 98 guns, bearing the flag of that excellent officer, who shortly after sailed with the spirited intention of attacking the enemy at anchor. This event afforded Captain Coffin an opportunity of participating in some splendid service, the details of which will be found under the head of Retired Captain John N. Inglefield.

Shortly after the memorable battle of April 12, 1782*, Captain Coffin, who, subsequent to the extraordinary and glorious achievement at St. Kitt's, had rejoined his sloop, went with part of the crew of the Santa Ammonica, which had been wrecked at Tortola, to Jamaica; where, through the influence of Sir Samuel Hood, he was appointed Captain of the Shrewsbury, of 74 guns, and confirmed in that rank June 13, 1782.

Previous to this event, while at Antigua, the town of St. John's caught fire, and in a short space was nearly consumed; but Captain Coffin, with the crew of the Pachahunter and other sailors, collected by his exertions, at length succeeded in arresting the progress of the flames, at the imminent risk of his life. For this service he had the satisfaction of receiving an address of thanks from the legislative body of the island.

In the month of December following, our officer exchanged with Captain Hotchkiss of the Hydra, a 20-gun ship, in which he returned to England, and on his arrival was put out of commission. The next command which he enjoyed was in 1786, when, after spending some time in France, he was appointed to the Thisbe frigate, and directed to take Lord Dor-

* See p. 35, *et seq.*

chester and his family to Quebec, where he arrived on the 23d October, and after a stay of two days proceeded to Halifax to winter. In the ensuing spring he returned to Canada, and remained there about a twelve-month.

In the course of the year 1788, Captain Coffin, being irritated at some unmerited treatment by the Admiralty, went over to Flanders, and entered into the service of the Brabant patriots. The conduct, however, of Lord Howe, who then presided at the Board, and his colleagues, having been declared illegal by the twelve judges *, decided Captain Coffin's return into the service of his King and Country; and at the Spanish armament in 1790, he was appointed to the Alligator, of 28 guns.

At this latter period, while lying at the Nore, the wind blowing strong, a man fell overboard; Captain Coffin, impelled by a generous and disinterested spirit of humanity, leaped in after him, and was so fortunate as to rescue a fellow being from the merciless deep. His exertions on this occasion, unfortunately produced a severe rupture; the effects of which frequently recall to his recollection the noble act by which they were occasioned.

In the spring of 1791, our officer, having previously been to Cork, where he received the flag of Admiral Cosby, was once more ordered to America, from whence he returned with Lord Dorchester and his family, in the ensuing autumn. The Alligator was soon after paid off at Deptford.

At the commencement of the war with the French republic, Captain Coffin, who had in the interim visited Sweden, Denmark, and Russia, obtained the command of the Melampus frigate, in which he was employed on Channel service until the close of 1794; when one night, by exerting himself too violently, he became ruptured on both sides, which obliged him to quit his ship, and for four months he remained literally a cripple, being at the same time afflicted with a fistula.

On his recovery he went to Leith, being appointed to the regulating service at that port; and in October 1795, we find him proceeding to Corsica, where he served as Resident Commissioner until the evacuation of that island, Oct. 15, 1796. From thence he removed to Lisbon, where he continued

* See M^c^ ARTHUR, on Courts Martial, edit. 1815, v. 2, p. 290, *et seq.*

during a period of two years, actively employed as the head of the naval establishment at that place.

Towards the latter end of the year 1798, when the island of Minorca fell into the possession of the British, Commissioner Coffin was appointed to the superintendance of the arsenal at Port Mahon; and after the lapse of a few months, returned to England on his way to Nova Scotia, whither he proceeded in the Venus frigate.

Our officer continued to perform the arduous duties of a Resident Commissioner of the Navy, first at Halifax, and subsequently at Sheerness, until April 1804, on the 23d of which month he was advanced to the rank of Rear-Admiral, and soon after hoisted his flag on board the Gladiator, being appointed to superintend the harbour duty at Portsmouth. On the 19th May in the same year, he was raised to the dignity of a Baronet of Great Britain, as a reward for his unremitting zeal and persevering efforts for the good of the public service.

Sir Isaac Coffin hauled down his flag on being promoted to the rank of Vice-Admiral, April 28, 1808, since which date he has not been employed. He became a full Admiral June 4, 1814; and at the general election in 1818, was chosen representative in Parliament for the borough of Ilchester. He married, April 3, 1811, Elizabeth Browne, only child of William Greenly, of Titley-court, co. Hereford, Esq. Previous to his marriage he obtained the royal permission to take the name and arms of Greenly, in addition to his own, but which he relinquished in March 1813.

Sir Isaac is proprietor of the Magdalen Islands, in the Gulf of St. Lawrence. He has crossed the Atlantic, on service and pleasure, no less than thirty times.

ADMIRALS OF THE BLUE.

JOHN AYLMER, Esq.

Senior Admiral of the Blue.

This officer obtained the rank of Post-Captain, June 28, 1782. In the month of August following, he commanded the Jason, of 64 guns, one of the prizes taken by a detachment sent by Sir George B. Rodney to intercept the remains of the French fleet, after the battle of the glorious 12th April *.

The Jason formed part of the ill-fated squadron that sailed from Jamaica to escort the homeward bound trade, under the orders of Rear-Admiral Graves. In the dreadful hurricane by which they were overtaken †, she not only suffered less damage than any other of the King's ships, but reached England in perfect safety.

We next find our officer cruizing on the Milford station, in the Hyæna, a small frigate, during the years 1788 and 1789. At the Spanish armament, in 1790, he commanded the Glory, of 98 guns: and when hostilities commenced against the French Republic, he was appointed to the Argonaut, a 64; in which ship he accompanied Rear-Admiral Murray's squadron to North America, where he continued until the spring of 1795, at which period he was compelled through illness to return to England.

Captain Aylmer having recovered from his indisposition, accompanied Rear-Admiral Pringle, in the Tremendous, 74, to the Cape of Good Hope, where that officer arrived in time to assist at the capture of the Dutch Fleet in Saldanha Bay, Aug. 18, 1796 ‡; and Captain Aylmer was selected to carry home the Commander-in-Chief's despatches relative to that event.

* See p. 35, *et seq.*

† See Retired Captain, John N. Inglefield.

‡ See p. 51.

Our officer's next appointment appears to have been to the Theseus, of 74 guns, on the Mediterranean station. From that ship he removed into the Captain, of the same force, and returned to England. In 1798, we find him serving with the Channel Fleet. He was subsequently nominated to the superintendance of a district of Sea-Fencibles; and, previous to the treaty of Amiens, commanded the Dragon, a 74-gun ship, in the Mediterranean, where he was employed in a variety of services, under the immediate orders of Sir John B. Warren; and soon after the renewal of the war, captured la Colombe, French corvette, of 16 guns.

His promotions as a Flag-officer, bear date as follow:—Rear-Admiral, April 23, 1804; Vice-Admiral, April 28, 1808; and Admiral, June 4, 1814. He married, in Nov. 1809, Frances, youngest daughter of the Rev. T. H. Pearson, of Queen's Camel, Somersetshire.

JOHN CHILD PURVIS, Esq.

Admiral of the Blue.

This officer is descended from a very respectable family in the county of Norfolk. His grandfather, George Purvis, was an old Post-Captain, and, at the time of his demise, one of the Commissioners of the Navy Board. Of the period of his birth, or of his entering the service, we are not in possession; but at the commencement of the war with France, in 1778*, we find him serving on the American station, as a

* On the 6th Feb. 1778, the definitive articles of a treaty of alliance between France and the American colonists were signed at Paris, by which the absolute sovereignty and independence of the Thirteen United States of America were unequivocally recognized: and on the 13th March, the French Ambassador to the Court of St. James's delivered in a declaration from his Cabinet, in which the independence proclaimed by the Americans in July 1776, was stated as a justification to France for beginning to form a connexion with the new Republic, and for consolidating it by a treaty of friendship and commerce. A desire was professed of cultivating a good understanding with Great Britain; but it was also intimated, that the French Monarch having determined to protect the lawful commerce of his

Lieutenant of the Invincible, bearing the broad pendant of Commodore Evans, in which ship he returned to England; and on his arrival was appointed to the Britannia, a first rate, carrying the flag of Vice-Admiral Darby, with whom he remained until his promotion to the rank of Commander.

On the 19th Aug. 1782, Captain Purvis, being on a cruise off Cape Henry, in the Duc de Chartres, of 16 guns and 125 men, fell in with, and after a smart action captured, the French corvette l'Aigle, of 22 guns and 136 men, of whom 13, including their Commander, were slain, and 12 wounded. The British sloop had not a man hurt. For his gallant conduct on this occasion, Captain Purvis was posted Sept. 1, following; but peace taking place soon after, we find no further mention of him until the commencement of hostilities against the French Republic, in Feb. 1793, when he was appointed to the Amphitrite frigate, and subsequently to the Princess Royal, a second rate, in which latter ship he was ordered to Gibraltar, to receive the flag of Rear-Admiral Goodall, and from thence proceeded with the fleet under Lord Hood, to the southern coast of France.

On the 29th Aug. the fleet entered the port of Toulon, and Rear-Admiral Goodall having been appointed Governor of that town, Captain Purvis received directions to take the Princess Royal as high up the N. W. arm of the harbour, and as near the enemy's batteries, as possible. This being done, and the ship properly placed, not a day passed in the course of the six weeks she was so stationed, without an engagement with the Republicans; and notwithstanding their works (being constructed with casks, sand-bags, fascines, &c.) were soon disabled, they invariably repaired the damages during the night, and again presented complete batteries on the ensuing morning. The Princess Royal was consequently much cut up, and had many men killed and wounded. The loss sustained by the enemy was also very considerable.

We next find Captain Purvis assisting at the reduction of

subjects, and to maintain the dignity of his Flag, had taken measures for that purpose, in concert with the United States. A copy of this declaration was laid before Parliament on the 17th March, and on the 27th hostilities with France commenced in the usual mode, of seizing all vessels belonging to that nation found in British ports.

St. Fiorenzo, and Bastia *. He likewise participated in the partial actions of March 14 †, and July 13, 1795 ‡; and was subsequently employed in the blockade of a French squadron, consisting of seven ships of the line and five frigates, in Gourjan Bay.

The Princess Royal having returned to England, was paid off in the month of Nov. 1796, and Captain Purvis soon after obtained the command of the London, another second rate, attached to the Channel Fleet. In this ship he remained near four years, under the orders of Admirals Lords Bridport, St. Vincent, and Gardner, Sir Henry Harvey, and Lord Keith.

Early in 1801, the London, in consequence of her easy draught of water, was selected to form part of the expedition destined for the Baltic, and Captain Purvis was appointed to the Royal George, of 100 guns, into which ship he removed off Ushant, and continued to command her until April 1802, on the 24th of which month she was put out of commission.

The rupture with France in 1803, again called our officer into service; and from that period until his promotion to the rank of Rear-Admiral, April 23, 1804, he commanded the Dreadnought, of 98 guns, and served under the orders of the Hon. Admiral Cornwallis, in the Channel. On the 1st June 1806, he hoisted his flag on board the Chiffoné, and proceeded off Cadiz, the blockade of which port lasted two years and seven months, after his arrival on that station, one year of which it was conducted by himself during the absence of Lord Collingwood in the Mediterranean; and what is here worthy of remark, the Rear-Admiral continued at sea at one time, without ever being driven through the Gut or even letting go an anchor, for the space of nineteen months, during which period not a square rigged vessel entered or quitted the harbour, except on one occasion, when several were allowed to proceed, having regular passes from England.

* See Admiral W. Wolseley.

† In this action the Princess Royal had 3 men killed, and 8 wounded. The Ca Ira, of 80 guns, one of the French ships captured on this occasion, surrendered to her, after being warmly engaged with several others of the British line. An account of the skirmish will be found under the head of Vice-Admiral Sir Davidge Gould.

‡ See Admiral Sir John Sutton, and p. 159.

In the spring of 1808, at which period Cadiz was threatened to be invested by the satellites of an adventurer, who had already usurped the throne of France, and compelled another branch of the Bourbon family to renounce his legal inheritance, Rear-Admiral Purvis and Major-General Spencer, with whom he co-operated, appear to have rendered essential service to the common cause, by establishing peace and friendship with the Supreme Council of Seville, at least as far as they had authority to go *.

Rear-Admiral Purvis having transmitted to the Governor of Gibraltar, Lieutenant-General Sir Hew Dalrymple, the state of Cadiz, there being great commotion, and a strong disposition in the inhabitants to resist the power of France, that officer detached Major-General Spencer, with a corps under his command consisting of 2,500 men, with directions to concert with the Rear-Admiral such measures as circumstances might render necessary for the advantage of the public service. The Major-General in consequence having taken his residence with his naval co-adjutor, those officers immediately determined on circulating certain papers, with invitations to

* Napoleon Buonaparte, by a series of almost incredible events, had, at the above mentioned period, obtained a cession of the Spanish monarchy from Charles IV and his son Ferdinand VII; and having sent them with the whole of their family into places of security in France, had given the crown to his brother Joseph, whom he had formerly made King of Naples, but whose place on the Neapolitan throne he now filled with his brother-in-law Joachim Murat. As soon as the French usurpation was known, an explosion of indignant patriotism burst forth in the mass of people from one extremity of Spain to the other, which, as might be expected, at first displayed itself in some atrocities, but at length subsided in a settled and determinate purpose of resistance. Provincial juntas, or assemblies, were in many parts established, which gave a regular organization to the popular efforts; among which the supreme junta of Seville took the lead, and on the 6th June, proclaimed Ferdinand VII, and war with France. Peace with Spain was published in London on the 5th of the following month; the Spanish prisoners were liberated, clothed, and sent to join their countrymen; the British arsenals furnished all the warlike means that could be desired; to the public aids afforded or promised, private subscriptions were added; and one spirit in favor of Spanish independence seemed to animate the whole island. Portugal, which had been overrun by the French armies, caught the flame of patriotic enthusiasm, and made common cause with Spain; and a league offensive and defensive between the two nations was signed at Oporto, on the 14th July.

the various descriptions of persons who were most likely to accede to their desires. No reply however was returned, and on the appearauce of the transports all the French and Spanish ships were moved up the Channel leading to the Caraccas. On the 18th May an address was despatched to the Marquis Solano, Governor-General of the province of Andalusia, who acknowledged the receipt of the letter, but requested no more communications of the kind should be forwarded to him. The Marquis soon afterwards fell a victim to the fury of the populace.

At length, after several long conferences and many letters had passed between the British Commanders and the leading persons of Cadiz, particularly stipulating on the part of the former, that the French ships should be made over to them as a preliminary act, a Convention was signed by each party; but nothing could induce the Spaniards to allow their new friends to interfere in the capture of those vessels, nor would they permit the English troops to take post in the vicinity of the port, declaring that they were themselves in sufficient force to reduce their quondam ally, whom they afterwards attacked, and compelled to surrender at discretion *.

Affairs were in this state when, on the 11th June, Lord Collingwood came into the fleet, and Rear-Admiral Purvis delivered to his Lordship the despatches he had made up for the information of the Government at home.

Towards the close of the same year, the Commander-in-Chief having resumed his station off Toulon, Rear-Admiral Purvis, on the receipt of intelligence that the French had possessed themselves of Madrid, proceeded from Gibraltar to Cadiz, in the Atlas of 74 guns, in order to secure the Spanish fleet from falling into the hands of the enemy. On his arrival he found only one ship of the line and a frigate in commission, and all the others in sad disorder in every respect. His first object was to obtain permission to fit the Spanish ships and prepare them for sea, for which purpose he applied to the Governor of Cadiz, the Commandant-General of the Marine, and the Prince de Montforte, Governor-General of the pro-

* The French squadron at Cadiz consisted of five ships of the line and one frigate, under the orders of a Flag-Officer.

vince. The replies made to his letters were by no means satisfactory, except that from the Prince de Montforte, who assured the Rear-Admiral that he would without delay submit his proposal to the consideration of the Supreme Central Government of the kingdom. In consequence of this hesitation on the part of the Spanish authorities, much time was wasted before the ships could be fitted for service: however, the necessary orders being at length issued, and a large supply of cables and cordage brought from the stores at Gibraltar, all those which were deemed sea-worthy were rigged and brought down from the Caraccas by the British seamen; the remainder were appropriated for the reception of the French prisoners, there being at that time confined in them and at Isle Leon, nearly 13,000 sailors and soldiers of that nation.

On the 23d Jan. 1810, Vice-Admiral Purvis * learnt that the French had forced the passes and were marching in great force towards Cadiz, whereupon he obtained the Governor's consent to his blowing up the forts and batteries along the east side of the harbour, a measure which he had before proposed without effect. On the 7th March following, during the prevalence of a heavy gale of wind, a Spanish three-decker and two third rates, together with a Portugueze 74, were driven on shore on the east side of the harbour, and there destroyed by the hot shot from the enemy's batteries.

Fort Matagorda having been garrisoned by British soldiers, seamen, and marines, the French on the 21st April opened their masked batteries at Trocadero, and commenced a heavy fire on it and the San Paula, which ship had been officered and manned by the English. The latter was in a very short time on fire in several places, occasioned by the hot shot; but the wind being easterly she cut her cables, ran to leeward of the fleet, and by great exertions the flames were extinguished. The fort was bravely defended by Captain Maclaine of the 94th regiment, until it became a heap of rubbish, when the garrison was brought off by the boats of the men of war. On the 28th of the same month, Admiral Sir Charles Cotton arrived at Cadiz in the Lively frigate, on his way to the Medi-

* He had been advanced to that rank, Oct. 25, in the preceding year.

terranean, to assume the command of the fleet on that station, vacant by the recent demise of the gallant Collingwood *.

At this period Vice-Admiral Purvis had an application from the British minister, to put in execution a plan proposed by Admiral Valdez, to make an attack on the enemy's works, with the ships of his Britannic Majesty. Our officer replied, that the risk of their destruction was too great to allow him to acquiesce, the effect of the hot shot lately experienced, independent of what he had seen on other occasions, being sufficient to deter him from the trial; but nevertheless, if the Regency placed so much dependence on the success of the enterprize, and would direct as many of their ships to be placed at his disposal, he would man them and hold himself responsible for their being rendered as effective on the service required as if they had been British ships. On the very day Sir Charles Cotton arrived at Cadiz, the Vice-Admiral received another application respecting the employment of the vessels under his orders against the batteries, which he submitted to the Commander-in-Chief, who desired him to say he was clearly of opinion that an attack on the well constructed field works of Trocadero, by the ships, could not have the effect which Admiral Valdez had stated in his plan, whilst the ships must necessarily be exposed to almost certain destruction. Soon after the termination of this correspondence, the Vice-Admiral returned to England, after serving four years on the Cadiz station, the principal part of which time he was employed, first in blockading, and afterwards in contributing to the defence of that important place. He became a full Ad- Aug. 12, 1819.

Our officer married, Aug. 2, 1804, Elizabeth, daughter of the late Admiral Sir Archibald Dickson, Bart., and relict. of

* Lord Collingwood died on board his flag-ship, the Ville de Paris, March 7, 1810, two days after his departure from Minorca, on his return to England for the recovery of his health, which had long been in a very reduced state. A portrait and biographical memoir of this estimable and distinguished officer will be found in the fifteenth volume of the Naval Chronicle, p. 353. *et seq.* His Lordship's remains were deposited in the very stone coffin which Cardinal Wolsey had prepared for himself. It had remained, as lumber, in a room adjoining St. George's Chapel, Windsor; and for its last purpose was given as a present by his late Majesty.

William Dickson, Esq., a Captain in the 22d regiment of foot, who died at St. Domingo, in the year 1795. By a former marriage the Admiral has a son, who was promoted to the rank of Post Captain in 1809, and some time since commanded the Magicienne frigate, on the East India station.

Residence.—Vicar's Hall House, Lymington, co. Hants.

THEOPHILUS JONES, Esq.

Admiral of the Blue.

This officer was made a Post-Captain, Sept. 4, 1782, and commanded the Hero of 74 guns; bearing the broad pendant of the late Sir Richard King, Bart., in the indecisive action between Sir Edward Hughes and M. de Suffrein, off Cuddalore, June 20, 1783, on which occasion the Hero had 5 men killed and 21 wounded *.

In 1793, when war commenced with the French republic, Captain Jones was appointed to the Andromache frigate, in which he served some time on the Newfoundland station. He afterwards, we believe, commanded the Trident, of 64 guns, and from that ship removed early in 1796, to the Defiance 74, attached to the Channel fleet.

During the alarming mutiny in 1797, the Catholics on board the Defiance bound themselves by the following horrible oath to murder every Protestant in the ship, and carry her into an enemy's port :—" I swear to be true to the Free and United Irishmen, who are fighting your cause against tyrants and oppressors, and to defend their rights to the last drop of my blood, and to keep all secret within my breast; and I do agree, the next time the ship looks out a-head at sea, to carry her into Brest, and to kill and destroy all the officers, and every man who opposes, except the Master, and to hoist a

* In this fifth and last battle between Vice-Admiral Hughes and M. de Suffrein, the British had a superiority of three two-decked ships, and 218 guns. A few days afterwards, all hostilities were terminated by the intelligence of a general peace. See note, at p. 17.

green ensign with a harp in it, and afterwards to kill or destroy all Protestants."

Fortunately this abominable conspiracy was detected, and the ringleaders were brought to a Court-Martial, the result of which was the execution of eleven of these blood-thirsty wretches, whilst ten others were sentenced to transportation for life.

In Feb. 1799, Captain Jones was appointed to the Atlas, of 98 guns, and continued in that ship on the Brest station, until the suspension of hostilities. He subsequently commanded the Queen, also a second rate, stationed in the Channel.

Our officer was promoted to the rank of Rear-Admiral, April 23, 1804; Vice-Admiral, Oct. 25, 1809; and Admiral of the Blue, Aug. 12, 1819; but does not appear ever to have hoisted his flag.

Residence.—7, Bolton Row, Piccadilly, London.

SIR WILLIAM DOMETT,

Admiral of the Blue; Knight Grand Cross of the most honourable Military Order of the Bath.

THIS officer, who was born in the year 1754, is descended from a respectable family in Devonshire. In 1769, he entered the naval service, as a Midshipman, under the patronage of the late Lord Bridport, on board the Quebec frigate, commanded by Lord Ducie; and served in that ship upwards of three years on the West India station.

The Quebec being paid off on her return to England, Mr. Domett was received by Captain Elphinstone (now Viscount Keith) on board the Scorpion sloop, in which vessel he remained until the spring of the year 1775, when he joined the Marlborough, of 74 guns, commanded by the late Viscount Hood, and from that ship went to the Surprise frigate, Captain (afterwards Admiral) Robert Linzee *, stationed at Newfoundland.

* Admiral Linzee died at Little Park, near Wickham, co. Hants, in Sept. 1804.

In the spring of 1777, we find the Surprise assisting in the defence of Quebec, and annoying the American army in its retreat from before that important place, which it had besieged for about five months. Soon after this event Mr. Domett was appointed acting Lieutenant of the Romney, a 50-gun ship, bearing the flag of Admiral John Montagu, Commander-in-Chief at Newfoundland, with whom he retured to England in the fall of the year; and on his arrival, was commissioned to the Robust, of 74 guns, in which ship he was present in the action between Keppel and d'Orvilliers, July 27, 1778*; and the battle which took place off Cape Henry, March 16, 1781 †. In the latter affair the Robust sustained a greater loss in killed and wounded than any other ship in the British squadron; and by having at one time three of the enemy's vessels to contend with, her masts, sails, rigging, and boats, were cut to pieces. The following complimentary letter, addressed by Vice-Admiral Arbuthnot to Captain Cosby, is a sufficient proof of the high estimation in which the conduct of her officers and crew was held by the Commander-in-Chief on that occasion.

"*Royal Oak, off Cape Charles, March* 1781.

"Dear Sir.—You have, since the time that we left Gardiner's Bay, conducted yourself like an experienced, diligent officer, particularly on the 16th inst., in which you have approved yourself a gallant Naval Commander, that has done honour to yourself and country; and both yourself, officers, and ship's company, have my warmest thanks for your spirited conduct. * * * * * * *

(Signed) "M. ARBUTHNOT.

"*Captain Cosby, Robust.*"

In the ensuing autumn, Lieutenant Domett was removed to the Invincible, of 74 guns, commanded by the late Sir Charles Saxton, Bart., and was on board that ship in Rear-Admiral Graves's action with the French fleet, off the Chesapeake, on the 5th Sept. in the same year ‡. Soon after this he was taken into the Barfleur, and had the honor of serving as signal-officer to Sir Samuel Hood, during the memorable and masterly manœuvres of that distinguished Admiral at St.

* See note †, at p. 195. † See p. 40. ‡ See p. 133.

Kitts, and the several battles which took place with the French fleet under de Grasse, an account of which will be found under the head of Retired Captain John N. Inglefield. He also participated in the glorious victory of April 12, 1782*, when, on the Ville de Paris striking to the Barfleur, and the first Lieutenant being sent to take possession of that ship, Mr. Domett was appointed to succeed him in that situation.

Some days after this event, Sir Samuel Hood having been detached in pursuit of the fugitives, came up with and captured two 64-gun ships, one frigate, and a sloop of war †, to the command of which latter vessel, the Ceres of 16 guns, Lieutenant Domett was promoted by Sir George Rodney, with whose despatches relative to this fresh success he returned to England.

On the 9th Sept. in the same year, our officer was advanced to the rank of Post-Captain, and selected by his friend Rear-Admiral Sir Alex. Hood, to command his flag-ship, the Queen of 98 guns, in which vessel he accompanied the fleet under Earl Howe to the relief of Gibraltar, and was present in the skirmish which took place off Cape Spartel, on the 20th Oct.‡ The Queen, on that occasion, had 1 man killed and 4 wounded.

Captain Domett's next appointment was early in 1785, to the Champion of 24 guns; and from that period until the month of October 1787, he was employed as senior officer on the Leith station. In the spring of 1788, he obtained the command of the Pomona frigate, and was ordered to the coast of Africa, and the West Indies, from whence he returned at the commencement of the year 1789, and was then removed to the Salisbury, bearing the flag of the late Admiral Milbanke, Commander-in-Chief at Newfoundland.

Our officer continued in the Salisbury until the month of June 1790, when, in consequence of the dispute with Spain relative to Nootka Sound, he was selected to command the London of 98 guns. This appointment proceeded from the influence, and was made at the express desire of Sir Alexander Hood, who had chosen that ship for the reception of his flag. The London proceeded to Torbay, where a fleet

* See p. 35, *et seq.* † See p. 37.
‡ See pp. 17, 106.

was assembled under the command of Earl Howe; but the misunderstanding with the Court of Madrid having been accommodated, it was dismantled at the end of the same year; and Captain Domett immediately appointed to the Pegasus, in which frigate he again served on the Newfoundland station, and soon after his return from thence proceeded to the Mediterranean as Flag-Captain to the late Admiral Goodall, in the Romney of 50 guns, where he continued until the commencement of the war with France, in 1793, at which period he was again applied for by his old friend and patron, to be his Captain in the Royal George, a first rate, attached to the Channel fleet under Earl Howe *.

During the partial action of May 29, 1794, and the decisive battle of June 1st in the same year, a full account of which is given in our memoir of Lord Gambier†, the Royal George was exposed to an incessant and fierce cannonade, by which her foremast, with the fore and main topmasts, were shot away, 20 of her men killed, and 72 wounded. On the return of the victorious fleet to port, Admiral Hood was created an Irish peer, by the title of Lord Bridport; and some time after succeeded Earl Howe, as Commander-in-Chief.

At the dawn of day on the 22d June, 1795, his Lordship's look-out frigates made the signal for an enemy's squadron, consisting of twelve ships of the line, two of 56 guns, eleven frigates, and two corvettes, attended by some smaller vessels. His Lordship soon perceived that it was not the intention of the enemy to meet him in battle; consequently he made the signal for four of the best sailing ships, and soon afterwards for the whole of the British fleet, to chace, which continued all that day and during the night, with very little wind. Early on the morning of the 23d, six of the English ships had neared the enemy so considerably as to be able to bring them to an engagement about six o'clock. The battle continued nearly three hours, and then ceased, in consequence of the greater part of the French squadron having worked close in with port l'Orient, leaving three of their line-of-battle

* Captain Cooke, of the Bellerophon, who fell at Trafalgar, was first Lieutenant of the Royal George, under Captain Domett.

† See p. 75, *et seq.*

ships in the hands of the British, as a substantial reward for their brave and determined perseverance*.

On the following day Lord Bridport despatched Captain Domett with his official account of the action to the Admiralty, where he arrived on the morning of the 27th.

The following is an extract from his Lordship's public letter, which we introduce for the purpose of evincing the estimation in which that nobleman held the bearer's professional conduct: "*I beg also to be allowed to mark my approbation, in a particular manner, of Captain Domett's conduct, serving under my flag, for his manly spirit, and for the assistance I received from his active and attentive mind.*"

Our officer continued in the command of the Royal George for a considerable time after Lord Bridport struck his flag, amounting in the whole to a period of about seven years and a half; a greater length of time, perhaps, than ever fell to the lot of an individual successively to command a first rate. During this period the Royal George was considered as one of the best disciplined and most expert ships in the British Navy.

In the month of Nov. 1800, in consequence of the Royal George being ordered to receive the flag of Sir Hyde Parker, Captain Domett was removed into the Belleisle of 80 guns, one of the prizes taken off l'Orient; and on a promotion of Flag-Officers taking place, Jan. 1, 1801, he had the honour of being nominated to one of the vacant Colonelcies of the Marine corps.

In the succeeding month, the subject of this memoir was appointed Captain of the fleet to be employed in the Baltic, under the command of Sir Hyde Parker. He accordingly proceeded with that officer in the London, a second rate, to the Sound; and after the battle, which took place off Copen-

* The fleet under Lord Bridport consisted of fourteen sail of the line, six frigates, and three smaller vessels; in addition to which, three other British line-of-battle ships were in sight, and joined in the chace, but were at too great a distance to share in the action, which only ceased when under the fire of the French batteries. The total loss sustained on our side was 31 killed, and 145 wounded. The captured ships were le Tigre, le Formidable, and l' Alexandre, (formerly British,) which had been taken by a French squadron at the commencement of the war.

hagen, on the 2d April*, and the departure of the Commander-in-Chief for England, he served in the same capacity under the gallant Nelson, during the short time his Lordship's health allowed him to retain the command of the force employed in that quarter. On his arrival from the Baltic, Captain Domett immediately resumed the command of his old ship, the Belleisle, then off Ushant; and in a short time afterwards the late Hon. Admiral Cornwallis applied for him to be appointed Captain of the Channel fleet, in which situation he continued to serve until the truce of Amiens.

During the temporary suspension of hostilities, Captain Domett served as senior officer, with a broad pendant, on the coast of Ireland; but on the renewal of the war with France, he resumed his old station as Captain of the Channel fleet, under the gallant and persevering Cornwallis, with whom he shared the duties and fatigues of service, in an unusually long protracted blockade, during the severest season of the year, and until April 1804; on the 23d of which month he was promoted to the rank of Rear-Admiral. About the same time he received the thanks of the Common Council of London, his name having been inadvertently omitted when that body voted thanks to the other Flag-Officers, for their perseverance in blocking up the enemy's fleet at Brest.

Soon after his promotion, the Rear-Admiral was offered a command in the North Sea; but ill health obliged him to decline it. About six months after he came on shore he was appointed one of the Commissioners for the revision of Naval Affairs; the purport of which commission was, to form a complete digest of regulations and instructions for the civil department of the Navy.

In the spring of 1808, our officer was called to a seat at the Board of Admiralty, where he continued until the summer of 1813, when he succeeded the late Sir Robert Calder as Commander-in-Chief at Plymouth, having been in the intermediate time advanced to the rank of Vice-Admiral†.

Towards the conclusion of the war we find him employed on the coast of France, with his flag in the Royal Oak of 74 guns, under the orders of Lord Keith. At the enlargement of

* See Vice-Admiral Sir THOMAS FOLEY.

† Oct. 25, 1809.

the Order of the Bath, Jan. 2, 1815, the Vice-Admiral was nominated a K. C. B.; and on the 16th May, 1820, he succeeded the Hon. Sir George C. Berkeley, as a G. C. B. Sir William Domett's promotion to the rank of Admiral of the Blue took place August 12, 1819.

WILLIAM WOLSELEY, Esq.

Admiral of the Blue.

The appellation of Wolseley was first assumed from Wolseley, in Staffordshire, where Siwardus, from whom the subject of the following sketch is descended, fixed his residence, and became lord thereof; which place still belongs to the family, in the person of Sir Charles Wolseley, Bart., the the elder branch of all the Wolseleys both in England and Ireland. Robert, the fifth in descent from Siwardus, was lord of Wolseley, and lived 1281. Ralph, another descendant, was one of the Barons of Exchequer, temp. Edw. IV.

The officer whom we are now about to present to the reader's notice, is a son of the late Robert Wolseley, Esq. (great grandson of Robert, who was created a Baronet Nov. 28, 1628; and great uncle of the present possessor of the title), by Miss Warren, of Kilkenny in the kingdom of Ireland. He obtained the rank of Post-Captain Sept. 14, 1782*, on which occasion he was appointed to the Alarm frigate; and soon after the commencement of the war with France, 1793, we find him commanding the Lowestoffe of 32 guns, under the orders of Lord Hood, on the Mediterranean station.

Early in 1794, the Commander-in-Chief having received intelligence that the French forces at Corsica were much straitened for provisions, resolved to attempt their expulsion from that island, and accordingly despatched Commodore Linzee with a squadron, consisting of the Alcide, Egmont,

* A Lieutenant of the name of Wolseley commanded a party of seamen, and was among the wounded, at the capture of Trincomalee, which was taken by assault, Jan. 11, 1781.

and Fortitude, 74's, Lowestoffe and Juno frigates, accompanied by several transports, having on board a body of troops, to co-operate with the patriotic General Paoli, who had promised, if the English would make an attack upon the town of St. Fiorenzo from the sea, he would make a simultaneous movement by land. This promise he was unable to perform; and on the 9th Feb. the Fortitude and Juno, after cannonading the tower of Mortella for two hours and a half, without having made any impression on the enemy's works, were obliged to haul off *. The next day, however, some guns, which were brought to bear upon the tower from a commanding height, obliged it to surrender †. On the 17th, at night, the heights of Fornelli were carried by assault, and the enemy retired into St. Fiorenzo, with considerable loss. On the 19th they evacuated that town and retreated towards Bastia, the capital of the island, having previously set fire to la Fortunée, a 40 gun frigate, and leaving la Minerve, of the same force, sunk, and to all appearance destroyed by the shot from the British. She was, however, soon after weighed, and added to the navy, by the name of the place at which she was taken ‡.

* The Fortitude received several hot shot in her hull, which were with difficulty cut out, and the fire occasioned thereby extinguished; she was otherwise much disabled, and sustained a loss of 6 men killed and 56 wounded. The Juno came off with very little damage, and had not a man hurt.

† The tower mounted only one 6, and two 18-pounders; the carriage of one of which had been rendered unserviceable in the course of the cannonade. It was garrisoned by 38 men, two of whom were mortally wounded.

‡ A remarkable instance of the intrepidity and perseverance so truly characteristic of British seamen, occurred at the attack of Fornelli. It was perceived that a rocky elevation, deemed inaccessible near the summit, commanded the Convention redoubt. Desperate as the attempt was, a party of seamen volunteered their services to gain the top of this hill, the approach to which is in many places almost perpendicular; by means of blocks and ropes they succeeded in dragging three cannon of the calibre of 18 pounders, with their carriages, up this craggy steep, where the pieces were mounted at the distance of a full mile from the sea.

The path along which these spirited fellows crept, would admit in most places only one person at a time; on the right was a descent of many thousand feet, and one false step would have led to eternity. On the left of the path were stupendous overhanging rocks, which occasionally served

At a conference previously held with General Paoli, it had been agreed upon, that in consideration of the succours, both naval and military, which his Britannic Majesty should afford for the purpose of expelling the French, the island of Corsica should be delivered into his possession, and bind itself to acquiesce in any settlement he might approve of concerning its government and future relation with Great Britain. After the capture of St. Fiorenzo, Lord Hood submitted to General Dundas, who commanded the land forces, a plan for the reduction of Bastia; that officer, however, declined co-operating, thinking the attempt impracticable without a reinforcement of 2000 men, which he expected from Gibraltar*. Upon this the Admiral determined to reduce it with the naval force alone; and leaving part of his fleet to watch the port of Toulon, he sailed with the rest to Bastia†, and on the 22d May, after a siege of thirty-seven and a negociation of four days, the town and citadel, with the several posts upon the neighbouring heights, surrendered to the British arms.

The landing of the guns, mortars, and ordnance stores, was under the immediate direction of Captain, afterwards Viscount, Nelson, who occasionally commanded at the batteries. That gallant officer was ably assisted by Captains Hunt, Bullen,

as fixed points for the tackle employed in raising the guns, each of which weighed about 42 cwt.

When these guns were directed against the tower, the enemy were covered with astonishment; and to a constant and well-directed fire kept up from the height, the early surrender of this strong hold is to be attributed.

* "*After mature consideration,*" said General Dundas, in a letter to Lord Hood, "*and a personal inspection for several days of all circumstances, local as well as others, I consider the siege of Bastia, with our present means and force, to be a most visionary and rash attempt, such as no officer would be justified in undertaking.*" Lord Hood replied, that nothing would be more gratifying to his feelings than to have the whole responsibility upon himself; and that he was ready and willing to undertake the reduction of the place at his own risk, with the force and means then at command. General d'Aubant, who succeeded at this time to the command of the army, coincided in opinion with his predecessor, and did not think it right to furnish his Lordship with a single soldier, cannon, or any stores.

† The only troops employed on this enterprise, in addition to 2 officers and 30 privates of artillery, were those who had originally been ordered to serve on board the fleet as marines.

and Serecold; Lieutenants Gore, Hotham, Stiles, Andrews, and Brisbane. Captain Wolseley, who had particularly distinguished himself at the capture of St. Fiorenzo, and been recently appointed to the Imperieuse, a fine prize frigate, kept a diligent watch upon the island of Capraja, where the enemy had magazines of provisions and stores; whilst Captain Young, in the Fortitude, guarded the port of Bastia. Captain Hallowell displayed great perseverance, by the unwearied attention which he paid to the difficult and fatiguing service of guarding the harbour's mouth during the night, with the gun-boats and armed launches, whilst the smaller boats were very judiciously placed in the intervals between, and rather without the ships, which were moored in a crescent, just out of reach of the enemy's guns.

The total number of British serving on shore at the siege of Bastia was 1433 officers and men; the Corsicans, under Paoli, were in number about the same. The enemy's garrison consisted of 1000 regulars, 1500 national guards, and a large party of Corsican troops. The loss sustained by the British amounted to 14 killed, 34 wounded, and 8 missing.

The expected reinforcement of troops from Gibraltar having arrived, under the command of Lieutenant-General Stuart, immediate preparations were made for attacking Calvi, and thus completing the reduction of Corsica. This was effected on the 10th August, after a siege of fifty-one days, during which the place was defended with the greatest bravery. Lord Hood, in his despatches relative to this important event, speaks highly of the meritorious conduct of Captains Wolseley, Hood, Sir C. Hamilton, Sir H. Burrard, Cunningham, Macnamara, and Robinson, for their steady perseverance in preserving their respective stations under manifest difficulties, which prevented succours being thrown into the garrison. The casualties at the siege of Calvi were 31 killed and 60 wounded; among the latter was Captain Nelson, who lost the sight of an eye. Captain Serecold, who served with him in the batteries, fell by a grape shot whilst mounting a gun. In him the service lost a brave and promising officer.

Among the vessels taken in the port of Calvi, were the French frigates Melpoméne, of 40 guns, and Mignonne 32.

A considerable quantity of naval stores also fell into the hands of the British.

Towards the end of the same year, Captain Wolseley returned to England in the Imperieuse, and his next appointment appears to have been to the Impress service in Ireland, where he continued until February 1799, when he obtained the command of the Terrible, a 74-gun ship, attached to the Channel fleet. In the following year he accompanied the expedition against the French coast, under Sir John B. Warren *; and on his return from that service, was sent to join Vice-Admiral Dickson, who had sailed for Copenhagen with a strong squadron, to give weight to the remonstrances of the British Ambassador on the subject of examining neutral vessels †.

Captain Wolseley was subsequently removed into the St. George of 98 guns; and at the conclusion of the war, in 1801, commanded the San Josef, a first rate; since which he does not appear to have served a-float. He was advanced to the rank of Rear-Admiral, April 23, 1804; Vice-Admiral, Oct. 25, 1809; and Admiral, Aug. 12, 1819.

Our officer married Miss Moore, of Dublin.

SIR JOHN SUTTON,

Admiral of the Blue; Knight Commander of the most honourable Military Order of the Bath.

This officer obtained the rank of Post-Captain, Nov. 28, 1782; and at the commencement of the French revolutionary war, was appointed to the Romulus, of 36 guns, in which ship he proceeded to the Mediterranean, where he removed into the Egmont, 74.

In the action between the British and French fleets, off Gourjon Bay, March 14, 1795, an account of which will be found under the head of Vice-Admiral Sir Davidge Gould, the Egmont sustained a loss of 7 men killed and 21 wounded, occasioned principally by the bursting of a gun on her main-

* See p. 169.

† See Vice-Admiral Robert Devereux Fencourt.

deck. She was also present in the skirmish off the Hières islands, July 13th, in the same year *.

In the spring of 1796, the Egmont formed part of a squadron sent to Tunis, under Vice-Admiral Waldegrave, on a particular mission †; and on the night previous to their quitting that place, Captain Sutton headed the boats of the different ships in an attack made upon several French vessels lying in the bay, the result of which was the capture of the Nemesis, a 28-gun ship; the Sardine, a corvette of 22 guns; and two other armed vessels. One of the latter was destroyed, the rest brought off in triumph.

Towards the close of the same year, we find Captain Sutton serving with Commodore Nelson at the evacuation of Corsica, a measure rendered necessary by the recent alliance formed between France and Spain. By the exertions of those

* On the morning of the 7th July, 1795, Vice-Admiral Hotham, who had previously despatched Captain Nelson with a small squadron on a particular service, received intelligence that that officer was returning to St. Fiorenzo Bay, pursued by the fleet that had so recently been discomfited, and which it was supposed had retired into Toulon.

Notwithstanding his ships were in the midst of watering and refitting, the British commander was enabled, by the zeal and extraordinary exertions of the officers and men under his command, to get the whole fleet under weigh with the land wind that night; but it was not until the morning of the 13th that he discovered the enemy, then off the Hières islands, in the vicinity of Toulon. A partial action commenced about noon, and in an hour after l'Alcide, of 74 guns, one of the ships in the French rear, struck her colours; but the rest of their fleet studiously avoiding a general battle, and aided by a change of wind, had got so far into Frejus bay, whilst the greater part of the British were becalmed in the offing, that it became impossible for any thing further to be effected.

Before the Alcide could be taken possession of, a box of combustibles in her fore-top took fire, and the unhappy crew experienced how far more perilous their inventions were to themselves than to their enemies. So rapid was the conflagration, that the French in their official account say, the hull, the masts, and sails, all seemed to take fire at the same moment; and though the English boats were put out to the assistance of the poor wretches on board, not more than 300 could be saved: 400 lives are supposed to have been lost by this dreadful accident.

The loss sustained by the British in this affair was 10 killed, and 24 wounded. The decided inferiority of the French, who, besides having but seventeen ships to oppose to twenty-one, had but one 3-decker, whereas their opponents had six, is a sufficient excuse for their declining to engage.

† See p. 61.

officers, public stores to the amount of 200,000*l.* sterling was embarked, and transported to Porto Ferrajo, the whole of which must have been lost but for their admirable firmness and address *.

On the 14th Feb. 1797, when Sir John Jervis, with fifteen sail of the line, defeated a Spanish fleet of nearly double that number †, the Egmont was one of the ships composing the British squadron; and Captain Sutton, in common with the other commanders, received a gold medal for his conduct on that occasion. In the month of October following he returned to England, and after serving some time with the Channel fleet, removed into the Superb, of 74 guns, the command of which ship he retained until Feb. 1801, when he was ap-

* In our memoir of Admiral Wolseley, we have already hinted at the manner in which Corsica became subject to the British crown. It was on the 14th June, 1794, that the general assembly held at Corte, declared unanimously, the separation of that island from France, and with the strongest demonstrations of satisfaction and joy, agreed to an union with England. On the 19th, the formal surrender was made to Sir Gilbert Elliot, who, as his Britannic Majesty's Viceroy, took an oath "to maintain the liberties of Corsica, according to the constitution and the laws:" the members of the assembly, on their part, taking the oath of allegiance and fidelity to their new sovereign. The great body of the Corsicans were perfectly satisfied, as they had good reason to be, with the British government, sensible of its advantages, and attached to it; but when they found that the English intended to evacuate the island, they naturally and necessarily sent to make their peace with the French. The partisans of France found none to oppose them. A committee of thirty took upon themselves the government of Bastia, and sequestered all the British property: armed Corsicans mounted guard at every place, and a plan was laid for seizing the Viceroy. Commodore Nelson, who was appointed to superintend the evacuation, frustrated these projects. On the 14th Oct. 1796, he sent word to the committee, that if the slightest opposition was made to the embarkment and removal of British property, he would batter the town down. A privateer moored across the mole-head pointed her guns at the officer who carried this message, and muskets were levelled against him from the shore. Hereupon Captain Sutton pulling out his watch, gave them a quarter of an hour to deliberate upon their answer. In five minutes after the expiration of that time, the ships, he said, would open their fire. Upon this the very sentinels scampered off, and every vessel came out of the mole. During the five following days the work of embarkation was carried on; the property of individuals was saved, and public stores, as stated above, to the amount of 200,000*l.*

† See p. 21, *et seq.*

pointed to be Captain of the Channel fleet, under the Hon. William Cornwallis, in which station he continued to serve during the remainder of the war.

On the renewal of hostilities, in 1803, our officer obtained the command of the Mars, of 74 guns; and at the general promotion that took place April 23, 1804, he was promoted to the rank of Rear-Admiral, and appointed to superintend the harbour duty at Plymouth, where he remained until Oct. 1809; on the 25th of which month he was advanced to the rank of Vice-Admiral, and some time after nominated Commander-in-Chief on the Halifax station. He was created a K. C. B. Jan. 2, 1815; and became a full Admiral Aug. 12, 1819.

ROBERT MURRAY, Esq.

Admiral of the Blue.

This officer entered the naval service under the auspices of his near relative, the late Hon. Admiral Digby, who was the first nautical tutor of the present illustrious Admiral of the Fleet*. He obtained the rank of Post-Captain, Dec. 15, 1782; commanded the Blonde, of 32 guns, during the Spanish armament; and subsequently the Blanche and Triton frigates. At the commencement of the war with the French republic, he was appointed to l'Oiseau of 36 guns; and on the 18th May, 1794, sailed from Plymouth for Halifax, in company with a squadron under the orders of Rear-Admiral Murray.

We next find Captain Murray in the Asia, of 64 guns, bearing the flag of Admiral Vandeput, Commander-in-Chief on the coast of America, where he continued until the demise of that officer in 1800, and then returned to England. He was advanced to the rank of Rear-Admiral, April 23, 1804; became a Vice-Admiral Oct. 25, 1809; and in the summer of 1811 was appointed Commander-in-Chief at North Yarmouth, where he continued during the remainder of the war. His promotion to the rank he now holds took place Aug. 12, 1819.

* See p. 3.

On the 12th Sept. 1821, Admiral Murray presided at a meeting held in the Town-Hall, Liverpool, for the purpose of forming an Institution for the promotion of the religious and moral improvement of Seamen, and other persons connected with shipping; and the establishment of a floating chapel.

Residence.—Liverpool.

HONOURABLE
SIR ALEXANDER INGLIS COCHRANE,

Admiral of the Blue; Knight Grand Cross of the most Honourable Military Order of the Bath; Commander-in-Chief at Plymouth; and a Vice-President of the Naval Charitable Society.

THE sirname of Cochrane is local, and was assumed by the proprietors of the lands and barony of Cochran, in Renfrewshire, soon after sirnames began to be used in Scotland. The first known ancestor of this family was Waldevus de Cochrane, who flourished in the reign of King Alexander III., and is witness to the charter which Dungallus, filius Swain, gave to Walter Stewart, Earl of Menteith, of the lands of Skipnish, in Argyleshire, in 1262.

William Cochrane, a chieftain who possessed some power and renown in his time, left but one child, Elizabeth, in whose favour, and the heirs male of her body, he made a resignation and entail of his whole estate, the person so succeeding to use the name and arms of Cochrane. This daughter married her cousin Alexander Blair, of Blair, Esq., and by him had seven sons. William, the second of these, was created Baron Cochrane, Dec. 27, 1647, and Earl of Dundonald in 1669.* From his eldest son descended seven Earls of Dundonald; but that branch became extinct in 1758, by the demise of William, a bachelor, who was killed at the siege of Louisbourg, and the title fell to Thomas, a descendant of John, the younger son of the first Earl, who by his second wife, Jane, daughter of Archibald Stewart, of Tovience, co. Lanark, Esq. had a numerous issue, amongst whom were Archibald, the present Earl, and Alexander, the subject of this memoir, who was born April 23, 1758.

Being intended for the sea service, which appears to have been a favorite profession in his family, he embarked at an early age, attained the rank of Lieutenant in the year 1778, and served as signal officer to Sir George B. Rodney in the action with M. de Guichen, April 17, 1780 *, on which occasion we find his name among the wounded.

Soon after this event, Lieutenant Cochrane was promoted to the command of the St. Lucia sloop of war. He subsequently removed into the Pachahunter, and in Jan. 1782, exchanged with the present Sir Isaac Coffin, into the Avenger, another sloop, employed in the North River in America. On the 17th Dec. in the same year, he was made Post in the Kangaroo, and afterwards commanded the Caroline of 24 guns, on the American station.

During the interval of peace that followed the conclusion of the war with the Colonies, Captain Cochrane spent much of his time in retirement; but in 1790, on the appearance of a rupture with Spain, he was appointed to the Hind, a small frigate, and continued to command that ship until some time after the commencement of hostilities against the French republic †; he was then removed into the Thetis, of 42 guns and 261 men, employed on the Halifax station.

At day-break, on the morning of the 17th May, 1795, Captain Cochrane, being on a cruize off the Chesapeake, in company with the Hussar of 34 guns, Captain J. P. Beresford, discovered five sail standing to the N. W. to which he immediately gave chace. The strangers, on observing the British frigates in pursuit of them, formed the line of battle a-head, and waited to receive them. At nine o'clock, Captain Cochrane ordered the Hussar, by signal, to engage the second ship of the enemy's van, intending himself to attack the centre ship, which appeared the largest, and the two others that formed the rear.

At half past ten, the enemy hoisted their colours, the second ship from the van carrying a broad-pendant. By this time they had got within half musket shot, when the French ships opened their fire, which was soon returned, and a close action

* See note †, at p. 103.

† In the spring and summer of 1793, the Hind captured no less than eight of the enemy's privateers, mounting upwards of 80 guns.

ensued. Before eleven, the Hussar compelled the Commodore, and his second a-head, to quit the line and make sail. The fire of both frigates then fell on the centre ship, and those in the rear, which, at a quarter before twelve, struck their colours; but notwithstanding, attempted to get away. One of them, the Raison of 18 guns and 125 men, the Hussar succeeded in overtaking; the other effected her escape. The ship taken possession of by the Thetis, was la Prevoyante, pierced for 46, but mounting 24 guns only. The fugitives were likewise armed *en flute*. This squadron was from Guadaloupe, bound to a port in America, to load with naval stores and provisions for France. The Thetis had 8 men killed and 9 wounded. The Hussar only 2 wounded.

Captain Cochrane, after serving for several years on the coast of America, where he captured several of the enemy's privateers, was appointed in Feb. 1799, to the Ajax of 80 guns, which ship formed part of the expeditions sent against Quiberon, Belleisle, and Ferrol, in the summer of 1800 *, and afterwards joined the fleet on the Mediterranean station, under the orders of Lord Keith, with whom he proceeded to the coast of Egypt; and being directed by that officer to superintend the debarkation of the army destined to act against the invaders of that country, he displayed on this occasion a degree of skill and enterprise that stamped him as one of our ablest naval commanders †.

* See p. 219, *et seq.*

† After the abandonment of the attempt upon Cadiz, already alluded to at p. 54, Lord Keith and Lieutenant-General Sir Ralph Abercromby proceeded with their forces to the coast of Asia Minor, for the purpose of co-operating with the Turks in the expulsion of the French from Egypt. On the 22d Feb. 1801, the armament sailed from the harbour of Marmorice, and anchored in the Bay of Aboukir, March 2. An unfortunate succession of strong northerly gales, attended by a heavy swell, rendered it impossible to attempt the landing of the troops before the 8th, on which day that service was most ably performed under the superintendence of Captain Cochrane.

The delays to which the fleet had been exposed, gave the enemy an opportunity to strengthen the naturally difficult coast. The whole garrison of Alexandria, amounting to about 3000 men, reinforced with many small detachments that had been observed to advance from the Rosetta branch of the Nile, was appointed for its defence. Field pieces were placed on the most commanding heights, and in the intervals of the nume-

At the attack made upon Alexandria, Captain Cochrane commanded a detachment of armed vessels stationed on the lake Mareotis to cover the approach of the troops. The surrender of this place Sept. 2, 1801, put an end to the war in Egypt, after a campaign of nearly six months, during the whole of which period the vigilance, activity, and judicious conduct of our officer was such as called forth the most honourable mention in the public despatches of Lord Keith, and Lieutenant General Hutchinson, the successor of the lamented Abercromby.

A treaty of peace having been signed at Amiens, the fleet returned to England, and the Ajax arrived at Portsmouth on the 8th Feb., 1802. At the general election in the same year, Captain Cochrane became a candidate for the boroughs of Dumferline, Stirling, &c. This produced a sharp contest with Sir John Henderson, Bart.; and both parties having petitioned, the latter was ousted.

On the renewal of the war in 1803, Captain Cochrane obtained the command of the Northumberland, a fine 74-gun ship; and on the 23d April, in the following year, he was advanced to the rank of Rear-Admiral, and sent to watch the

rous sand hills which cover the shore, all of which were lined with musketry; the beach on either wing being flanked with cannon, and parties of cavalry held in readiness to advance.

The fire of the enemy was successively opened from their mortars and field-pieces, as the boats got within their reach; and as they approached to the shore, the excessive discharge of grape shot and of musketry from behind the sand hills, seemed to threaten them with destruction; while the castle of Aboukir, on the right flank, maintained a constant and harrassing discharge of large shot and shells: but the ardour of the officers and men was not to be damped; without a moment's hesitation, they resolutely rowed in for the beach; and having obtained a footing, the 23d regiment, and part of the 40th, under the command of Colonel Spencer, ascended the hill which commanded the whole, and seemed almost inaccessible, with an intrepidity and coolness scarcely to be paralleled, and forced the enemy to retire, leaving behind him seven pieces of artillery, and several horses.

The disembarkation of the army continued, and the troops were all landed on the following day, with such articles of stores and provisions as required the most immediate attention.

The loss sustained by the navy in the execution of this service, amounted to 20 killed, 70 wounded, and 3 missing. That of the army 102 killed, 515 wounded, and 35 missing.

port of Ferrol, and the progress of the Spanish armaments in the north of Spain, previous to the declaration of war by that country against Great Britain.

In Feb. 1805, the Rear-Admiral received orders to proceed with six sail of the line in pursuit of a French squadron that had escaped from Rochefort, and consisted of five line-of-battle ships, three frigates, two brigs, and a schooner, having on board about 4,000 troops. After running down the coasts of Portugal and Spain, and looking into Madeira, Teneriffe, and Porto Praya, he sailed to Barbadoes, and there first learnt the destination of the enemy, and their trifling exploits. The British squadron sailed again from Barbadoes, April 5, and then renewed the pursuit; passing St. Lucia, Martinique, Dominica, Guadaloupe, Antigua, St. Kitts, St. Eustatia, down the north side of Porto Rico, through the Mona Passage, along the southern coast of St. Domingo, and thence to Port Royal, Jamaica, where the chace was abandoned; the enemy, after levying contributions on the islands of Dominica, Nevis, and St. Kitts, destroying six merchantmen richly laden at the latter, and throwing supplies into the town of St. Domingo, having made the best of their way back to France, which they were so fortunate as to reach, notwithstanding the various detachments cruizing expressly to intercept them.

Subsequent to this chace, Rear-Admiral Cochrane assumed the command on the Leeward Island station; and in the summer of the same year he joined Lord Nelson in his anxious search after the combined fleets of France and Spain *.

Early in 1806, Sir John T. Duckworth arrived in the West Indies, in quest of a squadron that had recently sailed from Brest for the relief of the city of St. Domingo. After forming a junction with Rear-Admiral Cochrane, Sir John lost no time in proceeding towards that place; and on the morning of the 6th Feb. he had the good fortune to discover the enemy, whose force consisted of five ships of the line, two frigates, and a corvette. The necessary dispositions were immediately made for an attack; and a few minutes after ten the action commenced by the Superb, bearing Sir John Duckworth's flag, closing upon the bow of the Alexandre, the leading ship of the adverse line, which she compelled to sheer

* See Vice-Admiral Sir Pulteney Malcolm.

off, after three broadsides. Sir John Duckworth was then enabled to attack the French Admiral, in the Imperial, of 120 guns, the fire of which had been heavy on the Northumberland. By this time the movement of the Alexandre had thrown her among the lee division, which Rear-Admiral Louis availed himself of, and the action became general, and continued with great severity till half-past eleven; when the French Commander-in-Chief, much shattered and completely beaten, hauled direct for the land, and not being a mile off, at twenty minutes before noon ran on shore, his fore-mast then only standing, which fell directly on her striking. Not long after the Diomede, of 84 guns, pushed in shore near the Imperial, and it was afterwards found necessary to burn them. The remainder of the enemy's line, consisting of l'Alexandre, of 84 guns; le Jupiter, 74; and le Brave, 74, were taken possession of by the British, and sent to Jamaica. The frigates and corvette effected their escape.

During this conflict, Rear-Admiral Cochrane's flag-ship lost her main-mast, and was so shattered, that the Agamemnon was ordered to stay by, and accompany her to her station.

The French had 760 killed and wounded on board the three captured ships; and they no doubt lost a proportionate number in the two that were destroyed.

The total loss of the English was 74 killed and 264 wounded; the Northumberland having 21 of the former, and 79 of the latter. Rear-Admiral Cochrane had a miraculous escape, having lost his hat by a grape shot early in the battle *.

* The British squadron in the above battle consisted of the following ships:

	Guns.		Killed.	Wounded.
Weather Division.				
Superb	74	Vice-Admiral Sir J. T. Duckworth. Captain Richard Goodwin Keats.	6	56
Northumberland	74	Rear-Admiral Hon. A. J. Cochrane. Captain	21	79
Spencer	74	Hon. Robert Stopford.	18	50
Agamemnon	64	Sir Edward Berry.	1	13
Lee Division.				
Canopus	80	Rear-Admiral Thomas Louis. Captain	8	22
Donegal	74	Pulteney Malcolm.	12	33
Atlas	74	Samuel Pym	8	11
			74	264

Acasta and Magicienne, frigates.—Kingfisher and Epervier, sloops.

The day after the action Sir John Duckworth issued the following general order:

"As it is impossible for language to convey an adequate sense of my feelings to the Hon. Rear-Admiral Cochrane, for the noble support rendered me by the Northumberland, or to Rear-Admiral Louis, and the Captains of the squadron under my command, for the bravery and judgment displayed in the service of their king and country, by effecting a complete victory in as short a period as our naval annals can produce; I therefore can only, with a heart impressed by the highest sense of admiration, beg to offer to the Hon. Rear-Admiral Cochrane and Rear-Admiral Louis, the Captains, Officers, and Seamen, and to the Officers, Non-commissioned Officers, and Privates of the Royal Marines, my warmest thanks: and I desire that the Captains will convey these my sentiments of admiration and approbation, with thanks, in the most gratifying manner, to the officers, seamen, and royal marines, as a proof of my high sense of their services in the battle of yesterday.

(Signed) "J. T. DUCKWORTH."

For the share which Rear-Admiral Cochrane bore in the action off St. Domingo, he received the thanks of both Houses of Parliament, and of the Corporation of London; the latter accompanied with the freedom of the city, and a sword of one hundred guineas value. The Committee of the Patriotic Fund also voted him a vase, valued at 300*l.*, with an appropriate inscription; and in addition to these marks of public approbation, he was created a K. B. March 29, 1806.

On his return to Barbadoes, the principal commercial inhabitants of that island entertained the Rear-Admiral at a public dinner; and the underwriters of the two insurance offices of Bridge Town, unanimously voted him a piece of plate, of the value of 500*l.* sterling, in testimony of their high consideration of his meritorious services.

In the course of 1807, Sir Alexander Cochrane shifted his flag into the Belleisle, of 74 guns; and on receiving intelligence of the declaration of war against Denmark, he immediately, in concert with General Bowyer, adopted measures for the reduction of the Danish islands of St. Thomas, St. John, and St. Croix, the whole of which, together with a large fleet

of merchantmen, were taken possession of before the end of that year. In the spring of 1808, the French islands of Mariegalante and Deseada surrendered to a part of his squadron, under the command of Captain W. Selby, of the Cerberus frigate.

On the 20th Jan. 1809, Sir Alexander received a letter from Lieutenant-General Beckwith, informing him, that in consequence of some alteration of circumstances, he was induced to proceed to the attack of Martinique, and expressing a wish to see the Rear-Admiral, in order to make the final arrangements; Sir Alexander lost no time in meeting him for that purpose.

The armament appeared off Martinique on the 29th of the same month; and by the morning of the 31st, the troops, with a detachment of seamen and marines, were landed at different points of the island. After some severe fighting, in which the French were driven from different posts, a more general action took place on the 2d Feb., in the neighbourhood of Sourrier, a height commanding Fort Bourbon, the possession of which was obstinately contested for several hours at the point of the bayonet; both parties in turn charging and giving way: but at length the French were driven from their position, and the British remained masters of the height. The enemy then withdrew into Fort Bourbon, which was immediately invested by the invaders. It was captured on the 24th; when all resistance ceasing, the whole of the island was subjected to British dominion.

On the 14th April following, Lord Castlereagh called the attention of the House of Commons to the merits of that part of the army and navy which had effected the conquest of Martinique. This, he stated, was not the first time that the gratitude of Parliament had been expressed to the conquerors of that important colony; and that service had certainly never been effected in a manner more honourable, in every point of view, to those who had been employed in it, than on the present occasion. Whether the House regarded the whole course of proceedings, or the shortness of time in which the conquest had been accomplished, the service must be considered as having been performed in a way that called for the best acknowledgements of Parliament. It was a most im-

portant feature in this transaction, that it had not interfered with other services; that it had been accomplished without an armament from Europe, which had on former occasions been required; but that the ability of the officers abroad had been adequate to the purpose, without any effort from home. His Lordship concluded a long speech with moving that the thanks of the House be given to Lieutenant-General Beckwith, Sir Alexander Cochrane, and the other officers, soldiers, seamen, and marines, for their able, gallant, and meritorious services in effecting the conquest of that Island. The resolutions were agreed to, *nem. con.* A similar vote of thanks was unanimously passed in the House of Lords.

On the 25th Oct., 1809, Sir Alexander Cochrane was advanced to the rank of Vice-Admiral; and early in the following year we find him co-operating with Sir George Beckwith, in the reduction of Guadaloupe; which was quickly followed by the surrender of the Dutch islands of St. Martin's, St. Eustatia, and Saba. The latter service was, in conjunction with Brigadier-General Harcourt, most ably performed by that judicious officer, Captain (now Rear-Admiral) Fahie, to whom Sir Alexander gave the temporary rank of Commodore during the expedition.

As a reward for these important services, our officer was, in the summer of 1810, appointed Governor and Commander-in-Chief of the island of Guadaloupe and its dependencies, which flattering mark of his Sovereign's approbation of his conduct he enjoyed, we believe, until the year 1813, when he was selected to command the fleet employed on the coast of North America; where, on his arrival, after declaring the ports of the United States under blockade, he commenced a system of operations of the most vigorous description, by which he not only put a stop to the trade of that country, but kept the whole line of sea coast in a continual state of alarm. Of the destruction of Washington, and the various other important services performed by the different branches of the force under the orders of the Vice-Admiral, detailed accounts will be found in the memoirs of Sir George Cockburn, Sir Pulteney Malcolm, and the other officers, who commanded on those occasions.

In the spring of 1815, Sir Alexander Cochrane returned to

England, in his flag-ship the Tonnant, of 80 guns; and on the 12th Aug. 1819, he was promoted to the rank of full Admiral. He hoisted his flag in the Impregnable, of 98 guns, as Commander-in-Chief at Plymouth, Feb. 1, 1821.

The subject of this memoir married, in April 1788, Maria, daughter of David Shaw, of New York, Esq., and relict of Sir Jacob Wheate, Bart., Captain R. N., by whom he has had several children, the eldest of whom is a Post-Captain, and has received the honour of Knighthood for his services. One of the Admiral's daughters is the lady of Captain Sir Edward Thomas Troubridge, Bart. R. N.

JOHN MARKHAM, Esq.

Admiral of the Blue, and M. P. for Portsmouth.

The subject of this memoir is a younger son of the late venerable and learned Dr. William Markham, Lord Archbishop of York, Primate of England, Lord High Almoner to the King, and Visitor of Queen's College, Oxford; who, in 1776, previous to his translation from Chester to the archiepiscopal see of York, was chosen by his late Majesty to be Preceptor to our present gracious Sovereign.

Our officer was educated at Westminster School, and entered the service at an early age. He obtained the rank of Post-Captain, Jan. 3, 1783, and in the following year commanded the Sphinx of 24 guns, on the Mediterranean station. At the commencement of the war with the French republic, he was appointed to the Blonde frigate, and served in her during the West India campaign *. On his return from the Leeward Islands he cruized some time in the Channel, and then removed into the Hannibal, of 74 guns, in which ship he joined the squadron on the Jamaica station, where he captured la Gentille, French frigate of 40 guns, and several privateers.

We next find Captain Markham commanding the Centaur 74, on the coast of Ireland, under the orders of Commodore Duckworth, whom, towards the end of the year 1798, he

* See p. 19.

accompanied to the Mediterranean, and assisted at the reduction of Minorca*.

Early in 1799, our officer was entrusted by his friend Earl St. Vincent with the command of a flying squadron, with which he attacked the town of Cambrelles, on the coast of Catalonia; and after driving the Spaniards from their battery, landed a party of men under Lieutenant Grossett, who dismounted the guns, burnt five settees, and took five others laden with staves, wine, and wheat. About the same period the Centaur captured la Vierga de Rosario, of 14 guns and 90 men.

On the 16th March, the Centaur, in company with the Cormorant, drove el Guadaloupe, Spanish frigate, of 40 guns, on shore near Cape Oropesa, where she was totally wrecked. In the month of June following, the squadron under Captain Markham captured the following French men of war, on their return to Toulon from the coast of Syria: la Junon, bearing the flag of Rear-Admiral Perée, mounting 40 guns, 400 men; l' Alceste, 36 guns, 300 men; le Courageux, 22 guns, 300 men; la Salamine, 18, and l' Alerte, 14 guns, each carrying 120 men.

The Centaur returned to England soon after the above capture, and Captain Markham continued to command her until the early part of 1801, when he was nominated one of the Lords Commissioners of the Admiralty, and at the general election in 1802, was chosen M.P. for Portsmouth. On the 13th Dec. in the same year, he brought in a bill for appointing Commissioners to inquire into the abuses, frauds, and irregularities practised in several of the Naval Departments, and in the business of prize agents, &c. During the progress of the above bill through its several stages, it encountered much opposition; however, it finally passed both Houses, and received the royal assent on the 29th of the same month.

In 1804, when Earl St. Vincent left the Admiralty, our officer accompanied that nobleman in his retirement. He

* Minorca surrendered Nov. 15, 1798, after a very feeble resistance, to a small naval and military force under the orders of Commodore Duckworth and General Stuart. The island was restored to Spain by the treaty of Amiens.

was advanced to the rank of Rear-Admiral, April 23, in the same year; and on the change of ministry occasioned by the death of that great statesman the Right Hon. William Pitt, in 1806, he became a Commissioner of the new Board of Admiralty, under Mr. T. Grenville, but again retreated from office with his friends in 1807.

With the exception of the short interval that ensued between the general election in 1818, and the dissolution of Parliament occasioned by the demise of his late Majesty, in 1820, Admiral Markham has ever since continued to represent the borough of Portsmouth. His promotion to the rank he now holds took place Aug. 12, 1819.

He married, Nov. 17, 1796, Maria, youngest daughter of the late Baroness Dynevor, and sister of the present peer, by whom he had several children. Mrs. Markham died in childbed, Dec. 22, 1810.

A picture by Captain Richbell, R. N. representing the Centaur passing Gravesend at ten o'clock at night, by moonlight, in Sept. 1797, was exhibited at the Royal Academy in 1809.

Residence.—Walston, Sussex.

SIR HENRY D'ESTERRE DARBY.

Admiral of the Blue; Knight Commander of the most honourable Military Order of the Bath.

This officer is a native of Ireland, and nephew of the late George Darby, Esq. Vice-Admiral of the Red, and Rear-Admiral of Great Britain. During the period his uncle commanded the Channel fleet, Mr. Darby served as Lieutenant in his flag-ship, the Britannia, of 100 guns, and thence was promoted to the command of the Infernal, fire-vessel, in which he accompanied Commodore Johnstone, on an expedition destined against the Cape of Good Hope; but the British squadron being surprised by a superior French force, whilst lying at anchor in Porto Praya, the Infernal unfortunately fell into the hands of the enemy*.

* Commodore Johnstone with a squadron, consisting of a 74, a 64, and three 50-gun ships, with three frigates and eight smaller vessels, having under his protection ten outward bound Indiamen, on board of which were em-

Having at length regained his liberty, Captain Darby was advanced to Post rank Jan. 15, 1783; but we find no further

barked 3000 troops, destined for an attempt upon the Dutch settlement at the Cape of Good Hope, sailed from Spithead March 14, 1781. The fleet reached Porto Praya without any accident; but whilst there, was unexpectedly attacked by two French 74's, and three 64's, under the command of M. de Suffrein, who had been detached in pursuit of the British armament. It appears to have been the opinion of Commodore Johnstone and most of his officers, that had the enemy stood in, and anchored in a seaman-like and judicious manner, the result of the battle would have been fatal to the English, who were not in the least prepared for such a visit. The whole of the Indiamen must inevitably have been either destroyed or taken: perhaps many of the squadron would have shared the same fate, unless they had put to sea. Fortunately, the French ships brought up without any order; their sails flying about, and in great confusion, firing at random among the British men of war and merchantmen. In about three quarters of an hour after Commodore Johnstone had opened his fire, M. de Suffrein cut his cable, and stood to sea, followed by the whole of his squadron, with the exception of his second a-head, the Hannibal of 74 guns, which remained some time longer exposed to a most tremendous fire from every ship in the British fleet. At length, her cable being either shot through or cut, she wore round, and drifted out of the bay a complete wreck; all her masts and bowsprit soon after fell overboard: in this shattered condition she proceeded on unmolested, and joined her companions, who went off before the wind in a line a-breast. So much time elapsed ere Commodore Johnstone went in pursuit, that it was late in the evening before he had approached near the enemy. Being then apprehensive that a further continuance of the chace would draw him so far to leeward as to preclude the possibility of regaining his anchorage, by which the merchantmen would be without protection, and the object of his expedition defeated; he came to the resolution of hauling his wind, and returning to Porto Praya. In this conflict, the Fortitude and Hinchinbrooke, Indiamen, were taken, and carried to sea; but the latter was recaptured the next day. The Terror bomb was also boarded by the enemy; but her Commander, Captain Wood, by his good management, extricated himself from the danger he was in of being taken, and escaped with the loss of his foremast and bowsprit. The Infernal put to sea, and was captured; but on the approach of the squadron, the enemy abandoned her, first taking out Captain Darby and several of his crew, one of whom was slain and two wounded. The loss sustained by the British in this action amounted to 32 killed, 130 wounded, and 20 made prisoners.

Commodore Johnstone soon after proceeded towards the Cape of Good Hope; but learning on his approach, that M. de Suffrein had reached False Bay on the 21st June, and by landing a body of troops placed the colony in a state of security, he resolved to make an attempt on some Dutch East Indiamen, in Saldanha Bay. In this he perfectly succeeded; for al-

mention of him until the commencement of the war with France, in 1793, when he obtained the command of the Amphitrite, of 28 guns; from which vessel he soon after removed into the Pomona frigate. His next appointment was to the Adamant, of 50 guns, employed in escorting the trade to and from the Mediterranean and West Indies, in which service Captain Darby continued until the summer of 1796, when he joined the Bellerophon of 74 guns; and after cruising some time with the Channel fleet, was sent to reinforce the fleet under Earl St. Vincent, on the Mediterranean station.

Previous to this, Captain Darby appears to have had a miraculous escape; for having been engaged to dine with Captain (now Sir Israel) Pellew, on board the Amphion, the day on which that ship blew up in Hamoaze, he had come round from Cawsand bay, where the Bellerophon lay, for the purpose of fulfilling his engagement; but having some business concerning his ship to transact with the Port-Admiral, it detained him about half an hour longer at Stonehouse than he intended; and he was just getting into his boat to proceed up the harbour, when he heard the fatal explosion!

The Bellerophon was one of the ships detached from Earl St. Vincent's fleet, in May 1798, to reinforce Sir Horatio Nelson, then off Toulon, watching the motions of an armament about to sail from that port. At the battle of the Nile *, she was opposed to l'Orient, of 120 guns, bearing the flag of the French Commander-in-Chief. The undaunted magnanimity with which Captain Darby placed her alongside her mighty antagonist, excited at the moment the highest admiration, and must ever be the theme of eulogium. The Bellerophon, however, sustained such serious damage from the overwhelming fire of l'Orient, that her brave commander was reluctantly compelled to withdraw from the action, himself being wounded, two Lieutenants killed, and one-third

though the enemy, on the appearance of the British squadron, ran their vessels on shore and set fire to them, yet by the activity of the assailants, four ships, from 1000 to 1100 tons each, were saved from the flames: a fifth blew up soon after she was abandoned. The Commodore, with his own ships and the frigates, then returned to England, leaving the rest of the squadron with the merchantmen, to proceed to India.

* See note †, at p. 180, *et seq.*

of his men slain or wounded. His only remaining mast falling soon after, and in its fall killing another Lieutenant and several of his people, he was never able to regain his station.

The total loss sustained by the Bellerophon on this memorable occasion was 49 killed, and 148 wounded.

Our officer returned to England in the spring of 1800; and in addition to the gold medal, which was presented to him in common with the other Captains, who shared in the dangers and glories of the above battle, he received the flattering compliment of being appointed to the command of a new 74-gun ship, named after Earl Spencer, the nobleman under whose administration, as First Lord of the Admiralty, so many splendid victories had been achieved.

Towards the latter end of Jan. 1801, a French squadron, consisting of six sail of the line, two frigates, and a lugger, under the command of Rear Admiral Gantheaume, found means to escape out of Brest; a circumstance no sooner known, than Sir Robert Calder was detached in pursuit, with an adequate force, of which the Spencer formed a part. From the intelligence which he had received, Sir Robert was induced to shape his course for the West Indies; but on his arrival at Jamaica, he learnt that the enemy had entered the Mediterranean, whereupon he returned to England, and resumed his station in the Channel fleet.

Captain Darby was subsequently employed in the blockade of Cadiz, under the orders of Sir James Saumarez; and in the attempt made by that officer on a French squadron near Algeziras, July 6, 1801 *, the Spencer had 30 men killed and wounded.

In the month of Dec. following, Captain Darby and others were sent to Jamaica to watch the motions of an armament, which the consular government of France, taking advantage of the supension of hostilities occasioned by the treaty of Amiens, had sent to St. Domingo, to reduce the blacks in that island to submission.

In Sept. 1802, he returned to England with a broad pendant, as Commodore of a squadron sent home in consequence of the surrender of Toussaint to the French forces.

* See p. 187, *et seq.*

Our officer was advanced to the rank of Rear-Admiral, April 23, 1804; Vice-Admiral, July 31, 1810; and Admiral, August 12, 1819. On the 20th May, in the following year, he was nominated an extra K. C. B *.

EDWARD BOWATER, Esq.

Admiral of the Blue.

This officer is a brother of the late Lieutenant-General John Bowater of the Royal Marines. He was made a Post-Captain Jan. 16, 1783; and, at the commencement of the French war in 1793, commanded the Regulus of 44 guns, on the Halifax station. His next appointment was to the Trent frigate, employed in the North Sea; and at the conclusion of the war, we find him serving with the Channel fleet in the Magnificent, 74. He was advanced to the rank of Rear-Admiral, April 23, 1804; Vice-Admiral, July 31, 1810; and Admiral, Aug. 12, 1819.

Residence.—Hampton Court.

GEORGE PALMER, Esq.

Admiral of the Blue.

This officer obtained the rank of Post-Captain, Jan. 18, 1783. At the period of the Russian armament, he was appointed to the Perseus, of 20 guns, and commanded that ship on the home station, and at the Leeward Islands, until about the year 1795, when he was removed to the Lion, of 64 guns, and subsequently the Adventure, 44. His promotions as a Flag-officer took place in the same order as those of Admiral Bowater.

* See note §, at p. 116.

SIR ELIAB HARVEY,

Admiral of the Blue; Knight Commander of the most honourable Military Order of the Bath; and Member of Parliament for the county of Essex.

THIS officer, descended from an opulent family in the county he now represents, is a son of the late William Harvey, of Rolls, Chigwell, Esq., M. P. for the same shire, and was educated under the guardianship of his uncle General Edward Harvey *. He entered the naval service in 1771, as a Midshipman, in the William and Mary yacht; and was thence removed to the Orpheus frigate, commanded by Captain (afterwards Admiral) Macbride. We next find him serving in the same capacity on board the Lynx, of 10 guns, at the Leeward Islands; and subsequently with Lord Howe, in the Eagle, of 74 guns, on the coast of North America †. Whilst on the latter station, he was occasionally lent to the Mermaid and Liverpool, and had the misfortune to be cast away in the latter, upon Long Island.

Mr. Harvey returned to England with Lord Howe, Oct. 25, 1778, and was soon after promoted to the rank of Lieutenant. In 1780, upon the death of Mr. Nassau, he was elected M. P. for the borough of Maldon, in Essex; and subsequent to the action between Sir Hyde Parker and Admiral Zoutman, Aug. 5, 1781 ‡, he joined the Dolphin, of 44 guns, on the North Sea station, from which ship he removed into the Fury at Spithead, a few days prior to his being made a Commander in the Otter brig, then recently launched, and fitting at Dept-

* This gentleman appears to have been Adjutant-General of the forces. Eliab, another uncle of the subject of this memoir, was a King's Counsel.

† Mr. Harvey joined the Eagle in 1775, the eventful period at which the American provinces revolted; and the whole of Lord Howe's command became a scene of obstinate and sanguinary warfare; nevertheless, every enterprise in which the British fleet was concerned, proved successful; and the conquest of New York, of Rhode Island, of Philadelphia, of every settlement within the reach of a naval force, are irrefragable proofs of that nobleman's abilities and zeal.

‡ See note §, at p. 175.

ford. In this vessel, Captain Harvey was employed in the North Sea until January 1783, on the 20th of which month he was advanced to post rank by the express command of his late Majesty, but does not appear to have served again afloat until the Spanish armament, in 1790, when he obtained the command of the Hussar, of 28 guns.

At the commencement of the French revolutionary war, our officer was appointed to the Santa Margaritta, a fine frigate, in which he served at the reduction of Martinique and Guadaloupe by the naval and military forces under the orders of Admiral Sir John Jervis, and General Sir Charles Grey *.

In the autumn of 1794, Captain Harvey assisted at the destruction of la Felicité, French frigate, and two corvettes, near the Penmarks †. Early in 1796, he removed into the Valiant, of 74 guns, and on the 11th August in the same year, sailed for the West Indies in company with Vice-Admiral Sir Hyde Parker, and the trade bound to that quarter. After remaining some time at the Leeward Islands, our officer proceeded to the Jamaica station, and invalided from St. Domingo in 1797.

On the first establishment of the Sea Fencibles, in the spring of 1798, Captain Harvey was entrusted with the command of the Essex district, on which service he continued about fifteen or sixteen months, and then received an appointment to the Triumph, of 74 guns. He served with the Channel fleet during the remainder of the war.

At the general election in 1802, Captain Harvey succeeded Mr. Bramston as M. P. for Essex, and continued to represent that county until 1812, when he retired to avoid the expence of a contest. On the renewal of hostilities in 1803, he assumed the command of the Temeraire, a second rate, in which ship he greatly distinguished himself on the ever memorable 21st Oct. 1805 ‡. The Temeraire was that day the next vessel a-stern of the Victory, bearing Lord Nelson's flag, and had no less than 47 men killed and 76 wounded; 43 of her crew likewise perished in the prizes, after the battle §.

* See p. 19. † See p. 213.

‡ For an account of the battle of Trafalgar, see p. 202, *et seq.*

§ Vice-Admiral Collingwood, in his official account of the action, reported

A few days after the action, the subject of this sketch had the satisfaction of receiving the following handsome communication from Nelson's brave and worthy successor :—

" *Euryalus, Oct.* 28, 1805.

" My dear Sir.—I congratulate you most sincerely on the victory his Majesty's fleet has obtained over the enemy, and on the noble and distinguished part the Temeraire took in the battle; nothing could be finer; I have not words in which I can sufficiently express my admiration of it. I hope to hear you are unhurt; and pray send me your report of killed and wounded, with the officers' names who fell in the action, and the state of your own ship, whether you can get her in a state to meet Gravina, should he again attempt any thing.

" I am, dear Sir, with great esteem,

" Your faithful humble servant,

(Signed) " CUTHBERT COLLINGWOOD.

" *Captain E. Harvey, Temeraire.*"

At the general promotion that took place on the 9th of the following month, in honour of the above mentioned victory, Captain Harvey was advanced to the rank of Rear-Admiral; and on the change of administration in the ensuing spring, he hoisted his flag on board the Tonnant, of 80 guns, in the Channel fleet, under the orders of Earl St. Vincent. Previous to his sailing he attended the funeral of his late heroic chief, and appears to have been one of the supporters of the pall on that melancholy occasion.

On the retirement of Earl St. Vincent from the command of the grand fleet, his Lordship addressed the following letter to the Rear-Admiral :

" *Mortimer Street, April* 22, 1807.

" Sir.—I cannot retire from the command of the Channel fleet, without expressing the high sense I entertain of the

that the Temeraire had been boarded by a French ship on one side, and a Spaniard on the other. This was not the case. The error probably arose from the circumstance of one of the Spanish prizes, with her colours over the quarter, bearing up, on the approach of Rear-Admiral Dumanoir's division, and mixing with the Redoubtable and Fougueux, which ships had been lashed to the Temeraire during the conflict. The enemies' three ships were all boomed off at the same time. When the despatch alluded to was written, no communication had taken place between the Vice-Admiral and Captain Harvey.

ability, zeal, and perseverance displayed by you in the command of a detached squadron during an unexampled long cruise off the north coast of Spain; and assuring you of the esteem and regard with which I have the honour to be, Sir,

"Your most obedient humble servant,

(Signed) "St. VINCENT.

"*Rear-Admiral Harvey.*"

Our officer continued to serve in the Channel fleet until the spring of 1809, at which period a serious misunderstanding took place between him and the noble Admiral who at that time held the chief command. The nature of this misunderstanding is so delicate, and the character of the officers between whom it existed, so unimpeachable, that we purposely draw a veil over circumstances that must, with the mutually high opinion entertained by each of the other's respective merits, have been exceedingly painful to both parties.

The subject of this sketch was promoted to the rank of Vice-Admiral, July 31, 1810; nominated a K. C. B. Jan. 2, 1815; made a full Admiral, Aug. 12, 1819; and re-elected Knight of the shire for Essex in 1820.

Sir Eliab Harvey married Lady Louisa, daughter of the late Earl of Nugent, and sister of the late Marchioness of Buckingham. His eldest daughter married, Oct. 8, 1804, William Lloyd, of Aston, in Shropshire, Esq.; and another married, April 22, 1816, John Drummond, Esq. son to the London banker of that name.

Country seat.—Rolls Park, Chigwell, Essex.

Town residence.—6, Clifford Street, Bond Street.

SIR EDMUND NAGLE,

Admiral of the Blue; Knight Commander of the most honourable Military Order of the Bath; a Groom of the Bedchamber, and Naval Aide-de-camp to his Majesty.

This officer is a nephew of that celebrated orator and statesman the late Right Hon. Edmund Burke. During the American war he commanded the Polecat, of 14 guns, from which sloop he was removed into the Racoon, of the same force. In the latter vessel he had the misfortune to be captured by two French frigates, off the Delaware river; but was soon afterwards liberated by Captain Elphinstone, now Viscount Keith, who fell in with and took l'Aigle, the ship to which the Racoon's crew had been conveyed *.

Captain Nagle was afterwards appointed to the Duc d'Estitac, of 14 guns, on the Jamaica station. He obtained post rank Jan. 27, 1783, but does not appear to have held any other command prior to the commencement of the war with France, in 1793, when we find him commanding the Active frigate, and subsequently in the Artois, of 44 guns and 281 men, cruising on the French coast, under the orders of Commodore Warren. In August, 1794, he assisted at the destruction of la Felicité French frigate, and two corvettes, near the Penmarks †.

On the 21st Oct. in the same year, the Artois, being off Ushant, in company with a squadron under Sir Edward Pellew, joined in the chace of an enemy's ship, and her superior sailing afforded Captain Nagle the happy opportunity of distinguishing himself by a well conducted action of 40 minutes; when upon the approach of the other British frigates the Frenchman struck his colours. The prize proved to be la Révolutionnaire, of 44 guns and 351 men, 8 of whom were killed and 5 wounded. The Artois had Lieutenant Craigy, of the marines, and 2 men slain, with 5 wounded. For his gallant conduct on this occasion, Captain Nagle received the honour of knighthood.

* See p. 45. † See p. 213.

From this period until July 31, 1797, on which day the Artois was lost by running upon a sand bank when reconnoitring the harbour of Rochelle, Sir Edmund Nagle was actively employed under that excellent officer the late Sir John B. Warren, whose squadron kept the enemy's coast in a perpetual state of alarm. The Artois also accompanied the Commodore in an expedition against Quiberon, &c. in the summer of 1795 *.

For a short time, in 1801, Sir Edmund commanded the Montagu, of 74 guns; and during the remainder of the war, the Juste, 80. Soon after the renewal of hostilities, in 1803, he was appointed to superintend the Sea Fencibles from Emsworth to Beachy Head, on which service he continued until his advancement to the rank of Rear-Admiral, Nov. 9, 1805.

About the commencement of the year 1808, our officer hoisted his flag as Commander-in-Chief at Guernsey, from whence he removed to Leith, where he remained until the general promotion, July 31, 1810, when he became a Vice-Admiral. In 1813 we find him at Newfoundland, with his flag in the Antelope, of 50 guns, as Governor of that colony; and in the following year, when the allied monarchs reviewed the fleet at Spithead, Sir Edmund had the distinguished honor of being nominated a Naval *Aide-de-Camp* to his present Majesty, then Prince Regent, on whom he has ever since been in constant attendance. He was nominated a K. C. B. Jan. 2, 1815.

Residence.—King's Palace, Pall-Mall.

* See p. 169.

SIR JOHN WELLS,

Admiral of the Blue; Knight Commander of the most honourable Military Order of the Bath.

Towards the conclusion of the American war this officer commanded the Raven, of 14 guns, at the Leeward Islands, on which station he had the misfortune to be captured by two French frigates. He was afterwards appointed to the Wasp sloop, and cruised with so much activity against the smugglers as to call forth the thanks of the Commissioners of the Customs, who sent a sum of money to be distributed amongst his officers and crew as a reward for their exertions. His post commission bears date March 1, 1783, from which period we find no mention of him until the month of October, 1794, when he commanded the Defence, of 74 guns.

Early in 1797, Captain Wells was appointed to the Lancaster, 64, stationed in the North Sea, under the orders of the late gallant Lord Duncan; and on the memorable 11th October, in the same year, he most powerfully contributed to the defeat of the Dutch fleet, under Admiral de Winter *. The Lancaster, on that occasion, had 3 men killed and 18 wounded; and Captain Wells, for his meritorious conduct, was honoured with a gold medal. He afterwards walked in the procession to St. Paul's, when their late Majesties, &c. went to the metropolitan church to deposit the various colours taken from the enemy during the war †. He continued to command the Lancaster till the month of May 1799, since which time, we believe, he has not been employed.

His promotions as a flag-officer took place in the following order:—Rear-Admiral of the Blue, Nov. 9, 1805; Vice-Admiral, July 31, 1810; and Admiral, July 19, 1821. He was nominated an extra K. C. B. May 20, 1820 ‡.

Sir John Wells married, April 29, 1815, Miss Jane Dealty, of Rottingdean, Sussex.

* See p. 150. † See p. 62. ‡ See note §, at p. 116.

SIR GEORGE MARTIN,

Admiral of the Blue; Knight Grand Cross of the most honourable Military Order of the Bath; Knight of the Neapolitan Order of St. Januarius; and a Vice-President of the Naval Charitable Society.*

We find no mention of this officer previous to the conclusion of the American war, when he commanded the Tobago sloop, on the Jamaica station. His promotion to the rank of Post-Captain took place March 17, 1783. From the period of the Spanish armament in 1790, to the commencement of hostilities against the French republic in 1793, he commanded the Porcupine, of 24 guns, on Channel service, and from that vessel removed to the Magicienne frigate, in which he proceeded to the West Indies, where he continued about two years.

Soon after his return to England Captain Martin was appointed to the Irresistible, of 74 guns, and was present in that ship at the defeat of the Spanish fleet off Cape St. Vincent, Feb. 14, 1797 †, on which occasion she sustained a loss of 5 men killed and 14 wounded.

On the 26th April, in the same year, the Irresistible, in company with the Emerald frigate, attacked two Spanish frigates which had anchored in Conil Bay, near Cape Trafalgar, and obliged them to surrender. They proved to be the Elena and Nimfa, of 36 guns and 320 men each. The former, after she had struck, cut her cable and ran ashore; Captain Martin, however, got her off, but so materially damaged that she could not be kept a-float, and was consequently destroyed. The enemy's vessels were from the Havannah bound to Cadiz. They had about 50 men killed and wounded, the British only two.

Captain Martin's next appointment was to the Northumberland, a 74 of the largest class, in which, after serving for

* In 1799, St. Januarius was convicted of Jacobinism; solemnly removed from his rank as patron saint of the Neapolitan kingdom; and St. Antonio as solemnly installed in his place. *Quære*, At what period was the former restored to favor?

† See p. 21, *et seq.*

some time off Brest, he again proceeded to the Mediterranean station, and on the 10th Feb. 1800, assisted at the capture of le Généreux, of 74 guns, by the squadron under the orders of Lord Nelson *.

In the month of May following, Captain Martin succeeded to the command of the force employed in the blockade of Malta, which he conducted with the greatest perseverance and success until September 5, when the garrison of la Valette surrendered by capitulation. The following ships of war, &c. were found in the harbour: l'Athénien and le Dego, of 64 guns each; la Cartaginoise frigate; the two latter not in a state to proceed to sea; several gun-boats, and six merchant vessels †.

We next find our officer accompanying the expedition sent against the French in Egypt, under the orders of Lord Keith and Sir Ralph Abercromby; and it appears by the official return of casualties at the landing of the army in Aboukir Bay ‡, and during the subsequent operations, that the Northumberland sustained a full proportion. She returned to England, and was put out of commission in the autumn of 1802.

On the renewal of the war in 1803, Captain Martin obtained the command of the Colossus, 74; and subsequently

* See Rear-Admiral Sir Edward Berry.

† The capture of the island of Malta will stand on the page of history as a most incontrovertible proof of the consequence of the British Navy, as well as of the unremitting assiduity of its commanders. Unassailable with any prospect of success, on account of its natural and artificial strength, the fortifications of Valette, which had bid defiance to the assaults of the most powerful armaments, scowled defiance on the usual methods of siege. To have proceeded according to the accustomed mode of attack, would have caused only the needless sacrifice of the lives of thousands, without materially advancing or furthering the wishes of the assailants. A more sure, but infinitely more tedious method, was prudently resolved on; and a determinate perseverance effected that purpose which the utmost effort of human gallantry might probably have been unable to attain. When the labour, the difficulty, and the manifold impediments which naturally oppose the blockade of a port in a far distant quarter of the world, in defiance of an enemy, assiduous, enterprizing, brave, and anxious in the extreme to render the project abortive, are considered, the success which attended it cannot fail to reflect the highest honour on those who undertook the arduous task.

‡ See p. 259.

the Barfleur, a second rate, in which latter ship he joined the Channel fleet under Admiral Cornwallis, and was present in the skirmish between Sir Robert Calder and Admiral Villeneuve, July 22, 1805 *. The Barfleur on this occasion had 3 men killed, and 7 wounded.

At the general promotion, November 9, in the same year, Captain Martin was advanced to the rank of Rear-Admiral, and soon after hoisted his flag as second in command at Portsmouth during the absence of Sir Isaac Coffin on Admiralty leave. In 1807 we find him serving off Cadiz, and afterwards commanding the naval force employed in protecting Sicily from the hostile designs of the French, and co-operating with the Anglo-Sicilian army on the coast of Calabria. In the autumn of 1809, he proceeded down the Mediterranean, and joined the fleet under Lord Collingwood engaged in the blockade of Toulon.

The Commander-in-Chief having received intelligence that it was the enemy's intention to relieve the garrison of Barcelona, took a station off Cape St. Sebastian, for the purpose of intercepting their fleet should they attempt to do so. On the night of the 22d October, he was joined by Captain Barrie, of the Pomone, who informed him that the day before several of the enemy's squadron had put to sea from Toulon, that others were coming out when he left them, and that there was every appearance of the whole being on the move. On the following morning, one of the advanced frigates made the signal for a fleet to the eastward; and at ten o'clock, the Pomone gave information that the enemy had hauled to the wind, and the transports separated from the ships of war. Lord Collingwood thereupon ordered Rear-Admiral Martin to chase them with eight of the best sailing ships, two of which parted company in consequence of a shift of wind, during the ensuing night.

In the evening of the following day, the Rear-Admiral got sight of four sail, and pursued them till after dark; when the land near the entrance of the Rhone being directly to leeward, it became necessary to keep to the wind during the night. On the morning of the 25th, the same ships were again seen and chased between Cette and Frontignan, where they ran

* See Vice-Admiral CHARLES STIRLING.

on shore. From the shoal water and intricacy of the navigation, it was impossible to get close enough to the two ships nearest Frontignan, to attack them; for in attempting to do so, part of Rear-Admiral Martin's squadron was in less than six fathoms water. On the 26th, he sent the boats to sound; meaning, if possible, to buoy the channel (if any had been found) by which the enemy's ships could be attacked; but at night he had the satisfaction to see them set on fire. They were the Robuste, of 84 guns, bearing the flag of Rear-Admiral Boudain, and the Leon, a 74. The ship of the line that ran on shore under the protection of the batteries at Cette, was the Borée, also of 74 guns*. The remainder of the French squadron escaped into Marseilles; but the transports having taken shelter in the bay of Rosas, were attacked and destroyed by a detachment from the fleet under Captain B. Hallowell of the Tigre. The destruction of this convoy proved a severe blow to the enemy, and gave renewed spirit to the exertions of the Spanish patriots.

Subsequent to the above event, the subject of this memoir returned to his station at Sicily, where he continued until the latter end of 1810, when he resigned his command and came to England. He was promoted to the rank of Vice-Admiral on the 31st July, in the same year; and during the latter part of the Peninsular war commanded the naval force employed at Lisbon. In the summer of 1814, when his present Majesty visited the fleet at Spithead, the Vice-Admiral received the honor of knighthood; and, on the 2d Jan. 1815, he was nominated a K. C. B. The Grand Cross of that Order, vacant by the death of Sir George Campbell, was conferred upon him, Feb. 20, 1821; and on the 21st July following he was made a full Admiral of the Blue.

Sir George Martin married, 1st, in April 1804, Miss Harriet Bentinck, a lady of considerable property, sister to Governor Bentinck, and the Rear-Admiral of that name; she died at Hampton Court, Oct. 15, 1806; 2dly, June 2, 1815, Miss Lock, daughter of the late ——— Lock, of Norbury Park, Esq.

Residence.—8, Hertford-street, May-fair, London

* The name of the frigate is not known.

SIR RICHARD JOHN STRACHAN,

Baronet; Admiral of the Blue; Knight Grand Cross of the most honourable Military Order of the Bath.

THE surname of Strachan, which in the successive changes of orthography appears Strathechyn, Strathaquin, Straquhen, and otherwise, is local, there being a parish so called in the north of Scotland. Nisbet affirms, that the district was anciently erected into a county palatine, as he finds a Walterus, Comes Palatinus de Strachan, and considers it the only instance known in the kingdom. The family is traced by authentic documents from a period of high antiquity.

The subject of this memoir is the eldest son of Lieutenant Patrick Strachan, R. N., by the daughter of Captain Pitman of the same service, and nephew of Captain Sir John Strachan, the fifth Baronet of that name, to whose title he succeeded Dec. 28, 1777. Sir Richard was born in Devonshire, Oct. 27, 1760; and, like his father and uncle, entered early into the naval service. His first promotion was into the Actæon, one of the old 44's upon two decks; he then became third Lieutenant of the Hero, 74, one of Commodore Johnstone's squadron in the affair at Porto Praya *; and afterwards first of the Magnanime of 64 guns, from which ship he was removed into the Superb, 74, bearing the flag of Sir Edward Hughes, by whom he was made a Commander in the Lizard cutter, at Bombay, in 1782; and further promoted to the Naiade frigate, captured from the French by the Sceptre. His post commission bears date April 26, 1783.

After the termination of the American war, our officer obtained the command of the Vestal, of 28 guns, and was ordered to convey the brother of the present Lord Cathcart on an embassy to the Emperor of China. The Ambassador was in a bad state of health when he embarked at Portsmouth, and continued to grow worse daily until the ship's arrival in the Straits of Banca, when he died. Sir Richard afterwards carried General Meadows to his government at Bombay; and during his continuance in the East Indies, distinguished him-

* See p. 268, *et seq.*

self on several occasions in supporting the British commercial rights, which would otherwise have been injured by interlopers under neutral colours, countenanced by some French frigates, as well as by the Governors of the garrisons belonging to that nation.

In the month of Nov. 1791, whilst cruizing off the Malabar coast, in the Phœnix frigate, he fell in with la Resolu, of 46 guns, convoying two country coasting vessels to Mangalore, (the principal sea-port of Tippoo Saib) supposed to be laden with stores and provisions for that chieftain, with whom we were then at war. Finding that Sir Richard Strachan was determined to examine these vessels, the French Captain thought proper to object; and an action commenced, which was maintained with great obstinacy on both sides, until the Phœnix had 6 men killed and 11 wounded, and la Resolu 25 killed and 40 wounded. The Frenchman now struck his colours, and Sir Richard performed his first intentions of examining the vessels, which however, on being searched, did not justify any further detention. The Commander of la Resolu insisted on his ship being taken possession of as a prize, which Sir Richard with great propriety refused: but he towed her into Tellicherry Roads, from whence she was afterwards sent to the French settlement at Mahé.

The right of searching neutral vessels, which has always been looked upon as intimately connected with our maritime welfare, was on this occasion exercised with as much conciliation and attention to forms, as it was opposed with violence and rashness, and afterwards acknowledged to be unjustifiable by the French Government. The Commander of the French squadron, Mons. St. Felix, shortly after arrived, and a correspondence took place between him and Commodore Cornwallis, which seemed likely to be productive of serious consequences, as he threatened resistance if any vessels under his protection were attempted to be stopped; his letters were answered with temper and firmness, for the Commodore was not a man likely to be deterred from doing his duty by threats. There was, however, no trial made on the part of the French, although the Cybéle and Resolu got under weigh and went to sea; they were attended by the Phœnix and Minerva, who cruised with them several days, and brought-to vessels under

French colours without interruption from them; M. St. Felix despatched the Resolu on other service, and the Phœnix was also then sent away; the remaining English and French frigates cruized together some days longer, without any thing of importance occurring.

Sir Richard Strachan returned to England soon after this event; and on the breaking out of the war with the French republic, was appointed to the command of la Concorde, of 42 guns and 257 men, in which ship he joined a squadron of frigates employed on the coast of France under the orders of Sir John Borlase Warren *. At day-break on the morning of April 23, 1794, this squadron, consisting of the Flora, Arethusa, Concorde, Melampus, and Nymphe, being to the westward of Guernsey, discovered four French ships standing out to sea, one of which was la Resolu, Sir Richard Strachan's former antagonist. Commodore Warren, fearing that the enemy would attempt to escape into port, made the signal for his squadron to engage as they came up, and by this means cut them off from their own shore. The battle was maintained on both sides with great resolution for three hours, when la Pomone and la Babet struck to the Flora and Arethusa†. La Concorde continued to pursue the others; and at length got near enough to receive and return their fire. It was Sir Richard Strachan's intentions to endeavour to disable the sternmost of the enemy's ships, leaving her to be picked up by the Melampus and Nymphe, which were also in pursuit, and to push on for the headmost; but this ship bore down, and closed to support her consort, at the same time raking la Concorde with great effect. Sir Richard Strachan continued to engage them both with much gallantry; but finding that the day was far advanced, and little prospect of being assisted by the other British frigates, which rather dropped a-stern, and his main top-mast being so badly wounded that he expected it would fall over the side, by which accident the enemy might have escaped; he came to the resolution to secure that ship which was the nearest to him; and by a skilful manœuvre hav-

* Sir John Borlase Warren died at Greenwich in Feb. 1822. A memoir of this distinguished officer will be found in the Annual Biography and Obituary for 1823.

† See p. 213.

ing changed sides in the smoke, he prevented the other either from annoying him, or giving assistance to his friend. They continued in close action from twelve till a quarter before two, when the Frenchman ceased firing, and hailed that he had surrendered. The prize proved to be l'Engageante, of 38 guns and 300 men, between 30 and 40 of whom were killed and wounded. La Concorde had but one man killed and 12 wounded. The other frigate, la Resolue, after firing a few shot, made sail and got off. In the evening the masts of l'Engageante fell overboard, and it was with some difficulty and great exertions that la Concorde's were prevented from sharing the same fate.

Soon after this event, Sir Richard Strachan obtained the command of the Melampus of 42 guns; and his enterprising character being duly appreciated, he was selected for a separate command on the coast of France, where he was aided by the gallantry and skill of Sir W. Sidney Smith. On the 9th May, 1795, being at anchor in Gourville Bay in the island of Jersey, he discovered thirteen sail of the enemy's vessels running along shore. The British squadron immediately weighed, and chaced them under a small battery, which was soon silenced, and twelve of the vessels, abandoned by their crews, taken possession of. The other escaped round Cape Cartaret. They consisted of ten transports, laden with ship-timber, powder, cannon, cordage, and other articles of naval stores, escorted by an armed brig and lugger. In performing this service, the Melampus had 8 men wounded; the loss on board the other ships of the squadron amounted to 2 killed and 9 wounded.

On the 3d July following, the Melampus, in company with the Hebe, captured off St. Maloes, six out of thirteen French vessels, laden with military stores, convoyed by a ship of 26 guns, two brigs, and a lugger; one of the brigs, la Vesuve, of four 24-pounders and 60 men, was also taken.

In 1796, when Sir W. Sidney Smith was taken prisoner in a vessel captured by the boats of the Diamond, Sir Richard Strachan succeeded him in the command of that fine frigate, and continued in her until the month of February, 1799*,

* The following were among the captures made by the Diamond during the time she was commanded by Sir Richard Strachan:

when he was appointed to the Captain, of 74 guns, in which ship he assisted at the capture of a French squadron in the Mediterranean *, and served during the expeditions against Quiberon and Ferrol, in the summer and autumn of 1800 †. He was afterwards employed in the command of a small squadron, cruizing off the western coast of France, where he distinguished himself by his assiduity and perseverance in annoying the enemy's trade, cutting off the supplies intended for the Brest fleet, and keeping their small armed vessels in check.

During the temporary suspension of hostilities that followed the treaty of Amiens, the subject of this memoir commanded the Donegal of 80 guns; and on the renewal of the war, he was employed off Cadiz, watching the motions of the French ships in that port. On the 25th Nov. 1804, he captured the Amphitrite, Spanish frigate of 44 guns, from Cadiz, with despatches and stores, bound to Teneriffe and the Havannah. The Donegal chaced the Amphitrite for several hours, sometimes gaining upon her, and sometimes losing, till at length the latter carried away her mizen top-mast, and was overtaken. Sir Richard Strachan then acquainted the Spanish Captain, that, in compliance with the orders he had received from his Admiral, he was under the necessity of conducting the Amphitrite back again to Cadiz, and he allowed him three minutes to determine whether he would comply without compelling him to have recourse to force. After waiting six minutes in vain for a favourable answer, Sir Richard gave orders to fire, which was immediately answered with a broadside. An engagement ensued, which lasted about eight minutes, when the Amphitrite struck her colours. During this short action the Spanish Commander was killed by a musket ball. The Donegal, about the same time, captured another Spanish ship, with a cargo worth 200,000*l*. In the month of March following, Sir Richard's affairs requiring him

L'Amaranthe, French corvette, 14 guns } Dec. 1796.
L'Esperance, brig privateer }
L'Esperance, cutter privateer } 1797.
Unknown, armed lugger destroyed }
Gun boat, destroyed, 1798.

* See p. 267. † See p. 220.

in England, he exchanged into the Renown, that ship being ordered home, in consequence of her bad condition.

About the month of July, 1805, our officer, who had been nominated a Colonel of Royal Marines in the spring of the preceding year, was appointed to the Cæsar, of 80 guns, and entrusted with the command of a detached squadron. On the evening of the 2d November, being off Ferrol, he fell in with four French line-of-battle ships, that had escaped from the battle of Trafalgar, and immediately bore away for the purpose of bringing them to action; but it was not before day-light on the 4th, that the advanced frigates of the British squadron could arrive within gun-shot.

A little before noon, the French, finding an action unavoidable, began to take in their small sails, and form in a line on the starboard tack. At noon the battle began, and continued till half-past three, when the enemy's ships being no longer manageable, struck their colours, and proved to be the Formidable, of 80 guns, bearing the flag of Rear-Admiral Dumanoir le Pelley; the Duguay-Trouin, Mont Blanc, and Scipion, of 74 guns each. The British squadron consisted, besides the Cæsar, of the Hero, Namur, and Courageux, 74's; and the Santa Margaritta, Phœnix, Revolutionnaire, and Æolus, frigates, the whole of whom came into action. The loss sustained by the enemy was immense; the Mont Blanc alone had 159 killed and wounded, the Scipion 111. M. Dumanoir le Pelley was wounded, and Captain Trufflet, of the Duguay-Trouin, slain. The English had only 24 killed and 111 wounded; among the latter were Lieutenants Skekel, Clephane, and Osborne; and Captain Clements of the Royal Marines.

Five days after the above action, Sir Richard Strachan was advanced to the rank of Rear-Admiral; and on the 29th Jan. 1806, his late Majesty, as a reward for his services, was pleased to confer upon him the dignity of a K. B. About the same time he received the thanks of both Houses of Parliament, and was soon after detached, with his flag on board the Cæsar, to the coast of America, in pursuit of a French squadron, commanded by Admiral Villaumez, one of whose ships, the Castor, of 74 guns, foundered in a hurricane; and another, l'Impetueux, of the same force, was driven on shore

near the Chesapeake, where she was afterwards destroyed by the British.

On his return from the above service, Sir Richard was employed in the blockade of Rochefort, until the summer of 1809, when he assumed the command of the naval part of the expedition destined for the occupation of Flushing, and the destruction of the French ships of war, arsenals, &c. in the Scheldt. This armament consisted of thirty-seven sail of the line, two ships of 50 guns, three of 44, twenty-four frigates, thirty-one sloops, and five bombs, besides gun-boats and other small craft, together with 40,000 troops, under the orders of the Earl of Chatham.

On the 28th and 29th July, the ships of war and transports sailed in two divisions; and a landing having been effected in the islands of Walcheren and South Beveland, Flushing was immediately invested. On the 13th Aug. the batteries were completed, and the frigates and small vessels having taken their stations, the bombardment commenced. The next day, the line-of-battle ships cannonaded the town for some hours; the enemy's fire ceased, and on the 15th they demanded a suspension of arms, which was succeeded by the surrender of the garrison, 6000 strong. In the mean time a very numerous French army assembled in the neighbourhood of Antwerp, the forts in the Scheldt were well manned, and every preparation was made for defending the passage of the river, and for conveying the ships so high up as to be beyond the reach of either naval or military operations.

All idea of pushing up the Scheldt being necessarily abandoned, Lord Chatham, with the greater part of the troops, returned to England on the 14th Sept.; and a distemper having broken out among those who remained, which carried off from 200 to 300 men per week, it was determined to evacuate the island of Walcheren, which was carried into effect, after demolishing the works and basin of Flushing, on the 23rd of December.

On the 3d July, 1810, Sir Richard Strachan was presented with a sword, and the freedom of the city of London, which had been voted to him for his achievement off Ferrol, in 1805. He was advanced to the rank of Vice-Admiral on the 31st of the same month, and became a full Admiral, July 19, 1821.

Our officer married, in 1812, Miss Louisa Dillon, by whom he has issue.

Country seat—Thornton, Kincardineshire.

SIR WILLIAM SIDNEY SMITH,

Admiral of the Blue; Knight Commander of the most honourable Military Order of the Bath; Knight Grand Cross of the Royal Swedish Order of the Sword; of the Portugueze Order of the Tower and Sword, and of the Neapolitan Order of St. Ferdinand and of Merit; Knight of the Ottoman Order of the Crescent: Doctor of the Civil Law; Master of Arts; and Fellow of the Royal Society.

ALTHOUGH the undoubted correct spelling of this officer's family name be SMYTHE, he being a collateral relative of the late Lord Chief Baron, Sir Sidney Stafford Smythe, and of SMYTHE Lord Viscount Strangford (all descendants of Customer Smythe, *temp.* Queen Elizabeth); yet as his official signature has ever been Smith, it seems more convenient and suitable to use this latter spelling throughout the following memoir.

Upon a large gravestone amongst the pavement in the nave of the church at New Shoreham, is the following epitaph to the memory of Sir Sidney's great grandfather: "*Here lieth the body of Captain Cornelius Smith, of Dover, who served his King, Country, and Friend. Faithful and honourable: he was an indulgent husband, a kind father, and friendly to his acquaintance. Who dy'd much lamented the 26th of October, 1727, aged 66 years.*"

This Cornelius Smith was the father of Captain Edward Smith, of the Burford, who was mortally wounded at the attack of la Guira, Feb. 19, 1743; and grandfather of General Edward Smith, Colonel of the 43d regiment, and Governor of Fort Charles, Jamaica, who served with Wolfe at the reduction of Quebec, and died at Bath on the 19th Jan. 1809.

The subject of this memoir is a son of Captain Smith, a brother of the last mentioned gentleman, (who during the early part of the war of 1756, served as Aide-de-camp to the

Right Hon. Lord George Sackville, and afterwards held an office in the royal household,) by Mary, daughter of Pinkney Wilkinson, Esq., an opulent merchant. The union between Sir Sidney's father and mother, which took place in 1760, being effected without the consent of Mr. Wilkinson, the great property left by that gentleman devolved on his other daughter, Lady Camelford. Captain Smith's sons being withdrawn from their maternal grandfather's protection previous to his death, he cancelled a codicil to his will, by which he had made some provision for them.

Our officer was born about the year 1764, and commenced his maritime career in 1777. After serving as Midshipman in the Sandwich, and Greyhound, he was appointed Lieutenant of the Alcide, 74, Captain C. Thompson; in which ship he was present in Admiral Graves's action off the Chesapeake, Sept. 5, 1781 *; and in the different skirmishes between Sir Samuel Hood and the Count de Grasse, at St. Christophers †. He also particiated in Sir George B. Rodney's victory, April 12, 1782 ‡; subsequent to which glorious event he was made a Commander, in the Fury sloop. His post commission bears date May 7, 1783. Soon after this latter promotion, Captain Smith returned to England in the Nemesis, of 28 guns; and it being a period of profound peace his ship was paid off immediately on her arrival.

In 1788, upon the appearance of a rupture between Sweden and Russia, our officer entered into the service of the former power, and served with great credit until the peace of Reichenback, when he was complimented by King Gustavus with the Grand Cross of the Order of the Sword, on account of his judicious advice and distinguished bravery in several encounters with the fleet of the Empress Catharine §. He had the

* See p. 133.

† See Retired Captain, JOHN N. INGLEFIELD. ‡ See p. 35, *et seq.*

§ On the 3d and 4th June, 1790, two desperate battles were fought between the belligerent fleets in the Gulf of Wibourg, in which the Swedes lost seven ships of the line, three frigates, six gallies, and about sixty smaller vessels. The Russians also suffered severely. The slaughter was particularly fatal to the English officers in that service; Captains Dawson and Treveneu were killed; Captain Marshall also lost his life on the same occasion; being mortally wounded, his ship sunk under him, and went

additional honour of receiving the insignia of his knighthood from his own sovereign at St. James's.

When the war with France broke out, in 1793, Sir W. Sidney Smith was employed as a volunteer in the Turkish marine, and chanced to be at Smyrna, where there were collected at the same time a number of English seamen out of employ. Being intent on returning home himself in obedience to the customary notice from the Admiralty, he bethought himself of these men, as likely to be lost to their country at such a critical time, and with equal patriotism and humanity determined to restore them to her service. He accordingly, at his own risk, purchased one of the lateen rigged small craft of the Archipelago, and fitted her out under the English flag, and the name of the Swallow Tender. In this diminutive man of war, of between thirty and forty feet keel, he shipped himself, with about as many turbulent fellows, and sailed down the Mediterranean in search of the British fleet, which he found at Toulon about a fortnight before the evacuation of that place. Our officer here delivered up his troublesome charge to the Commander-in-Chief, and was waiting for a passage to England, as a guest with Lord Hood, on board the Victory, at the time it became necessary to decide upon the fate of the French ships and arsenal, and when the extrication of the allied army was the principal object of solicitude,

down colours flying. Captains Aikin and Miller were also desperately wounded.

Another action took place on the 9th July, in which the King of Sweden commanded in person on one side, and the famous Prince of Nassau on the other. It began at 9h 30′ A. M., and lasted twenty-four hours, with the intermission of a very short period about midnight, when darkness imposed a temporary armistice. The Russians were now in their turn defeated, with the loss of five frigates, fifteen gallies, two floating batteries, twenty-one other vessels, a great quantity of stores, and about 4,500 men made prisoners. On this occasion an English officer of the name of Dennison commanded the Venus frigate, and was very near taking the King of Sweden himself, as he captured the galley in which that monarch had embarked, and which his Majesty only left at the suggestion of Captain Smith, who said he was sure, from the gallant seaman-like style in which she bore down to the attack, that the Venus was commanded by an Englishman, and that the King would do well to avoid the consequence; upon which they both took boat and went on board another vessel. Captain Dennison was killed on the same day.

and absorbed almost the whole naval means of the combined squadrons. It was at this anxious moment he volunteered his services to burn the French fleet, magazines, &c., a service generally considered as impracticable, with the slender means by which it was to be attempted, but which he executed in a manner that justified his appointment to so arduous a task: ten ships of the line, and several frigates in the arsenal and inner harbour, with the mast-house, great store-house, hemp-house, and other buildings, being completely destroyed.

Sir W. Sidney Smith, and the officers immediately under his orders, surrounded by a tremendous conflagration, had nearly completed the hazardous services assigned to them, when the loud shouts, and the republican songs of the approaching enemy, were heard at intervals amid the bursting of shells and firing of musketry. In addition to the horror of such a scene, and which, for some minutes, had the good effect of checking the career, and arresting in awful contemplation the mind of a vindictive enemy, the dreadful explosion of many thousand barrels of gunpowder on board the Iris frigate, in the Inner Road, will ever be remembered by those who were witnesses of the scene. The concussion it produced shook the houses in Toulon like an earthquake, and occasioned the sudden crash of every window in them; whilst the scattered fragments of burning timber, which had been blown up, descending with considerable force, threatened the destruction of all the officers and men who were near the spot. Fortunately, however, only three of the party lost their lives on the occasion. This powder-ship had been set on fire by the Spaniards, instead of scuttling and sinking her, as had been previously concerted. Sir W. Sidney Smith having completed the destruction of every thing within his reach, to his astonishment first discovered that our perfidious allies had not set fire to any of the ships in the basin before the town; he therefore hastened thither with the boats under his command, for the purpose of endeavouring to counteract the treachery of the Spaniards; when lo! to his great mortification, he found the boom at the entrance laid across, and was obliged to desist in his attempts to cut it, from the repeated vollies of musketry directed towards his boats from the flag-ship, and the wall of the Battery Royale. He therefore pro-

ceeded to burn the Héros and Thémistocle, prison-ships, in the Inner Road, which he effected, after disembarking all the captives. This service was scarcely performed, when the explosion of the Montreal, another powder-ship, took place, by means equally unsuspected and base, with a shock even greater than the first; but the lives of Sir W. Sidney Smith, and the gallant men who served under him, were providentially saved from the imminent danger in which they were thus a second time placed.

Our officer returned to England with Lord Hood's despatches relative to the evacuation of Toulon, and early in 1794, he was appointed to the command of the Diamond frigate, in which he gave repeated proofs of his zeal and ability.

On the 2d Jan. 1795, Sir John Borlase Warren sailed from Falmouth with a squadron of frigates, to reconnoitre Brest, Government having received accounts that the French fleet under Admiral Villaret de Joyeuse had sailed on a cruise. Sir W. Sidney Smith, in the Diamond, was commissioned by the Commodore to execute this hazardous enterprise; which he performed with great intrepidity in the evening of the 3d, in the night, and following morning. In returning out he passed within hail of a French line-of-battle ship, without suspicion of deception, so completely had he disguised his frigate. Having satisfied himself that the enemy's fleet was actually at sea, he then successfully made off, and rejoined the squadron.

In the month of May following, our officer assisted at the capture of a convoy of transports *; and on the 4th July, in the same year, he distinguished himself exceedingly in a bold but ineffectual attempt on two French ships, having under their protection a number of merchant vessels, near the batteries of la Hogue. On this occasion the Diamond had 1 man killed and 2 wounded. About the same time her boats took possession of the islands of St. Marcou, (situated about four miles from the coast of Normandy) from whence a communication was afterwards established with the French royalists.

* See p. 287.

In the ensuing autumn, Sir W. Sidney Smith fell in with l'Assemblée Nationale, of 22 guns, which endeavoured to elude his pursuit in the labyrinth of rocks before Treguier; but the attempt proved fatal to her, for she struck on the Roënna, and soon after filling, fell over. The Diamond's boats were immediately sent to the relief of the crew. Her own boats, which were towing her, saved as many as they could contain; those of the English however, were not able to preserve more than nine in addition to the former. According to the account of the survivors, about twenty perished, exclusive of the Captain, who was washed off the wreck a few minutes before the British could get alongside. The swell was so great that the vessel went to pieces very soon after, and the Diamond was obliged to anchor, to avoid a similar fate.

On the 17th March, 1796, our officer having received information that a convoy, consisting of a corvette, four brigs, two sloops, and three luggers, had taken shelter in the small port of Herqui, near Cape Fréhel, proceeded thither with the Diamond, Liberty brig, and Aristocrat lugger. Notwithstanding the channel was narrow and intricate, he stood in and attacked the enemy's batteries, which were most gallantly stormed and carried by a party of seamen and marines, under Lieutenant Pine of the Diamond, and Lieutenant Carter of the latter corps, both of whom were badly wounded, the latter mortally. The French vessels were all burnt with the exception of one of the luggers, which kept up her fire to the last. The corvette was l'Etourdie, of 16 guns. In this attack 2 seamen were killed and 5 wounded, exclusive of the before mentioned officers.

On the 18th of the following month, the indefatigable commander of the Diamond had the misfortune to fall into the hands of the enemy. Being on a reconnoitring expedition off Havre with the boats of his frigate, he captured a French lugger privateer, which by the strong setting of the tide into the harbour, was driven a considerable way up the Seine, above the forts. In this situation he remained the whole night; and the dawn of day discovering to the enemy the lugger in tow of a string of English boats, a signal of alarm was instantly given. Several gun-boats and other armed

vessels attacked the prize and the boats; and another lugger of superior force was warped out against that which he had captured. By this vessel he was engaged for a considerable time, with so much heavier metal as to render all resistance unavailing; and he had the mortification, having four men killed and seven wounded, of being obliged to surrender himself a prisoner of war, with about nineteen of his companions. The French Directory thought proper to deviate, in respect to him, from that established system which directs the exchange of prisoners, and confined him in the Tower of the Temple, at Paris, where he remained during a period of two years.

Sir W. Sidney Smith finding that neither entreaty nor remonstrance, neither argument nor solicitation, could prevail with those rigid and inflexible revolutionists, who then held the reins of government, and who added insult to the sufferings they imposed upon him, by offering a release on terms to which they could not expect an assent—terms which, as a precedent, would soon have rendered nugatory the capture of French prisoners, formed a scheme, and procured friends to aid in the execution of it, by which he eventually obtained his liberty. The enterprise and its success are too generally known to need a more particular relation here *; we shall therefore content ourselves with observing, that on his return to England, in May, 1798, he was welcomed by the general congratulation of the people. His arrival was considered as a miracle, which few who heard of it knew how to believe. His Sovereign received him with the warmest affection, and afforded him every mark of attention, not only by his behaviour at his public presentation, but by honouring him with an immediate and private interview at Buckingham House †.

* Of our officer's long imprisonment, and the means by which he effected his escape, an interesting account will be found in the Naval Chronicle, v. 4, p. 459, *et seq.*; and in Schomberg's Naval Chronology, v. 3, pp. 100 and 107, inclusive.

† Whilst Sir W. S. Smith was a captive in the Temple, Mrs. Cosway, who afterwards published "The Siege of Acre," a Poem, in four books, contrived to obtain a sight of him, either from a window, or by some other means, and made a sketch of him as he sat by the bars of his prison. The head is a profile, and bears some resemblance to its original; but the features are of too haggard a contour to be acknowledged as an accurate

In the official preparations at London, during the following autumn, for the conclusion of a treaty of defensive alliance between Great Britain and Turkey, the British government resolved to confer a ministerial character upon the naval officer destined to the difficult task of association with Turkish fleets and armies; and he was accordingly included in the special full-power, despatched to the British minister then residing at Constantinople, as joint plenipotentiary. The officer so selected was Sir W. Sidney Smith, then recently appointed to the command of le Tigre, an 80-gun ship, in which he sailed from Portsmouth on the 29th Oct. in the same year *.

On the 11th of the preceding month, the new political system of the Porte was completely developed by a general measure of reprisal against the persons and property of the French throughout the Turkish dominions, and by the fulmination of a manifesto, couched in terms of extraordinary energy, against the Parisian government. During the interval between the defeat of the French fleet in Aboukir Bay †, and the arrival of Sir W. Sidney Smith on the Syrian coast, General Buonaparte had achieved the entire conquest of Egypt; introduced a colonial organization into that extraordinary country, with his peculiar talent and promptitude in administration; and was preparing to conduct his army into the contiguous provinces of the east, thereby threatening at one and the same time the subjugation of the rest of the Turkish possessions in that quarter, and the overthrow of the British establishments in India; to counteract which design called for the greatest exertion on the part of the confederated powers.

With this community of interests, preparations were made in Syria under the direction of Dgezzar Pasha, who was to be supported by an army that was to traverse Asia Minor; the employment of which force in an attack on the frontier of

likeness. The extraordinary thinness of the figure may be accounted for, as the effect of two years confinement, during which he was overwhelmed with every indignity that oppression could lay upon the subject of its power.

* Sir W. S. Smith's brother was at that time the English Envoy to the Ottoman Porte.

† See p. 180.

Egypt, was to be favored by a powerful diversion towards the mouth of the Nile, and by the operations of a corps under Murad Bey.

In the meanwhile, Buonaparte having intelligence that the arrival of Commodore Smith would be the signal for commencing offensive operations, determined to destroy the preparations of the Pasha before they could be brought into combined action with the other forces. The French army destined for this expedition consisted of 12,895 men. The train of artillery, which could only be conveyed by sea, was ordered by the republican General to be shipped at Alexandria; and Rear-Admiral Perrée, with three frigates, were sent to convoy the flotilla, having orders to cruise off Jaffa*.

Sir W. Sidney Smith having been apprised of the enemy's views, left Constantinople in the Tigre, on the 19th Feb. 1799; and after concerting measures with Hassan Bey, the Ottoman Governor of Rhodes, who was an old sea Captain, sailed from that island, and on the 3rd March arrived off Alexandria, where he relieved Captain Troubridge, the senior officer on that station, and despatched his friend and late fellow captive, Lieutenant Wright†, to St. Jean d' Acre, to arrange ulterior measures with the commander of that fortress.

After bombarding Alexandria with the hope of arresting the progress of Buonaparte towards Acre, which was not then sufficiently prepared to oppose him, our officer sailed for the latter place, where he anchored on the 15th March, and immediately proceeded to inspect the fortifications, which he found to be in a very ruinous, dilapidated condition, and almost destitute of artillery.

* Jaffa was stormed by the French troops on the 7th March, and the Turkish garrison put to the sword. The assault, however, cost the enemy about 1200 men. It has been said that Buonaparte, in this expedition into Palestine, had purposed to take possession of Jerusalem, rebuild the Temple, restore the Jews, and thus give the lie to the prophecies of the Divine Founder of the Christian Religion.

† Lieutenant Wright, who received a severe wound in the defence of Acre, was afterwards promoted to the rank of Commander, and died a prisoner in France, where he had been subjected to a long and rigorous confinement. It is generally supposed that he was assassinated by order of Buonaparte. His old friend and commander has, since the peace, caused a handsome monument to be erected at Paris to his memory.

On the 17th the Commodore went with the Tigre's boats to the anchorage of Khaiffa, in order to intercept the maritime portion of the French expedition, which he was convinced would soon make its appearance. At ten o'clock the same night he discovered the enemy's advanced guard, mounted on asses and dromedaries, marching by the sea-side; he immediately returned on board, and sent Lieutenant Bushby in a gun-boat, to the mouth of a little river (the brook Kishon of the Scriptures) that flows into the bay of Acre, to guard and defend the ford of the same. At break of day this officer opened a fire on the French, so unexpected and vigorous, that they were soon driven from the shore, and dispersed in confusion on the skirts of Mount Carmel. The main body of the republican army being exposed to a similar attack, advanced by the road of Nazareth; and after driving in the Turkish out-posts, encamped upon an insulated eminence, skirting the sea in a parallel direction, at the distance of about 1000 toises, and which extending to the northward as far as Cape Blank, commanded to the west a plain of about a league and three quarters in length, terminated by the mountains that lie between St. Jean d' Acre and the river Jordan. On the 20th, the trenches were opened at 150 toises from the place, favoured by the gardens, the ditches of the old town, and by an aqueduct that joined to the glacis.

The assistance and encouragement afforded by the Commodore to the Governor of Acre, had operated greatly on his hostile inclinations, and determined him to a vigorous resistance. The works had been materially strengthened under the direction of Colonel Phélypeaux *, and Captain Miller †, of

* M. Phélypeaux was an officer of the Engineers in the service of Louis XVI. He was a man of talents, and very worthy. Though young, he had been engaged in many extraordinary adventures; having served in all the campaigns of the army of Condé. He commanded in Berri, and escaped death by breaking out of a state prison. He accompanied Sir Sidney to England, at the time he effected his escape from the custody of the Directory, and afterwards to the coast of Syria, where he served as a volunteer. He died at Acre, of a fever, May 2d, 1799.

† Captain Ralph Willett Miller was posted in 1796, and commanded the Captain, 74, bearing the broad pendant of Commodore Nelson, in the action off Cape St. Vincent, 14th Feb. 1797. He was afterwards appointed to the Theseus, 74, which ship he commanded at the battle of the Nile.

the Theseus, had furnished the means to the utmost of his ability. But it is doubtful whether the labours of these officers would have been sufficient to support the Pasha against the attacks of the French, had not the vessels, having on board the greater part of their battering train and ammunition, fallen into the hands of the British. The flotilla was doubling Mount Carmel, when it was discovered from the Tigre, pursued, and overtaken. It consisted of a corvette and nine gun-vessels, seven of which, mounting 32 guns, with 238 men, were captured, the corvette having on board Buonaparte's personal property; and the remaining two small vessels escaped. The cannon, platforms, and ammunition, were immediately landed, and the gun-boats manned and employed in molesting the enemy's posts established on the coasts, in order to intercept or harass the communications and the convoys.

On the return of Sir W. Sidney Smith, who had been obliged during the equinoctial gales to take shelter off Mount Carmel, he found the French had profited by his involuntary absence, to push their approaches to the counterscarp, and even into the ditch of the north-east angle of the town wall, where they were employed in mining the tower, to increase a breach they had already made in it; and which had been found impracticable when they attempted to storm the place on the 1st April. In this operation they were impeded by the fire from the prize guns, which had been mounted by Captain Wilmot *, of the Alliance, under the direction of Colonel Phélypeaux, and his fire slackened; but the probable effect of the mine caused serious apprehension, and a sortie was resolved on to stop the enemy's progress there. The

After having been three days off Jaffa, whither he was despatched by Sir W. Sidney Smith, the Turkish blue flag was confided to him, an honour never before conferred upon a Christian: it imparts the power of a Pasha over the subjects of the Grand Seignior †. The premature death of this meritorious officer, was occasioned by the blowing up of the after part of the Theseus, while lying off Jaffa.

* Captain Wilmot was shot by a rifleman, on the 8th April, as he was mounting a howitzer on the breach.

† See p. 314.

British seamen and marines were to endeavour to gain possession of the mine, while the Turkish troops were to assault the French in their trenches on both sides. A surprise was intended, and the sally was made before day-light on the 7th April; but the plan was rendered abortive by the impetuosity and noise of the Turks.

The perseverance of the enemy was maintained under a most destructive fire from the garrison in front, and from the ships and boats in flank; and their desperation was clearly evident in the repeated attempts they made to mount the breach, under circumstances of such perilous difficulty as excited pity in their British foes, to see such a vain sacrifice of energy and courage.

Nine times the enemy had attempted to storm the breach, and on each occasion had been repulsed with the most determined bravery; when, on the fifty-first day of the siege, a long expected reinforcement, under Hassan Bey, appeared in sight. The efforts of Buonaparte were now renewed with the most impetuous vigour, to do all that could be done before its junction: the resistance on the part of the besieged was proportionally vigorous. All that skill and bravery could effect was unanimously displayed; but the enemy gained ground, and got possession of the north-east tower, the upper part of which having been battered down, they ascended on the ruins, and at day-light on the following morning the French standard was displayed on the outer angle of the tower. The fire of the besieged was slackened, and the flanking fire of the Tigre and Theseus rendered ineffectual, the enemy being screened by two traverses erected in the night across the ditch, composed of sand-bags and the bodies of the dead.

Such was the critical situation of the Turkish garrison and their brave allies, when the abovementioned reinforcement arrived; the troops were in the boats, but still distant from the shore; "and an effort," says Sir W. Sidney Smith, "was necessary to preserve the place for a short time till their arrival." What this effort was, and the operations immediately subsequent, we shall give in the words of his official report to Lord Nelson:—

"I accordingly landed the boats at the Mole, and took the crews up to the breach armed with pikes. The enthusiastic gratitude of the Turks,

men, women, and children, at the sight of such a reinforcement, at such a time, is not to be described.

"Many fugitives returned with us to the breach, which we found defended by a few brave Turks, whose most destructive missile weapons were heavy stones, which, striking the assailants on the head, overthrew the foremost down the slope, and impeded the progress of the rest. A succession, however, ascended to the assault, the heap of ruins between the two parties serving as a breast work to both; the muzzles of their muskets touching, and the spear heads of the standards locked. Djezzar Pasha, hearing the English were on the breach, quitted his station, where, according to the ancient Turkish custom, he was sitting to reward such as should bring him the heads of the enemy, and distributing musket cartridges with his own hands. The energetic old man coming behind us, pulled us down with violence; saying, if any harm happened to his English friends, all was lost. This amicable contest, as to who should defend the breach, occasioned a rush of Turks to the spot; and thus time was gained for the arrival of the first body of Hassan Bey's troops. I had now to combat the Pasha's repugnance to admitting any troops but his Albanians into the garden of his seraglio, which had become a very important post, as occupying the terreplein of the rampart. There was not above 200 of the original 1000 Albanians left alive. This was no time for debate; and I over-ruled his objections by introducing the Chifflick regiment, of 1000 men, armed with bayonets, disciplined after the European method under Sultan Selim's own eye, and placed by his Imperial Majesty's express command, at my disposal. The garrison, animated by the appearance of such a reinforcement, was now all on foot; and there being consequently enough to defend the breach, I proposed to the Pasha to get rid of the object of his jealousy, by opening his gates to let them make a sally, and take the assailants in flank: he readily complied, and I gave directions to the Colonel to get possession of the enemy's third parallel or nearest trench, and there fortify himself by shifting the parapet outwards. This order being clearly understood, the gates were opened, and the Turks rushed out; but they were not equal to such a movement, and were driven back to the town with loss. Mr. Bray*, however, as usual, protected the town-gate efficaciously with grape from the sixty-eight pounders. The sortie had this good effect, that it obliged the enemy to expose themselves above their parapets, so that our flanking fires brought down numbers of them, and drew their force from the breach, so that the small number remaining on the lodgment were killed or dispersed by our few remaining hand grenades thrown by Mr. Savage, Midshipman of the Theseus. The enemy began a new breach by an incessant fire directed to the southward of the lodgment, every shot knocking down whole sheets of a wall, much less solid than that of the tower, on which they had expended so much time and ammunition. The group of generals and aides-de-camp, which the shells from the sixty-eight pounders had frequently dispersed, was now re-assembled on Richard Cœur de Lion's

* Mr Bray was carpenter of the Tigre, and appears to have been a very superior man in every respect to the generality of warrant officers.

mount. Buonaparte was distinguishable in the centre of a semi-circle: his gesticulations indicated a renewal of attack, and his despatching an aide-de-camp, shewed that he waited only for a reinforcement. I gave directions for Hassan Bey's ships to take their station in the shoal water to the southward, and made the Tigre's signal to weigh, and join the Theseus to the northward. A little before sun-set, a massive column appeared advancing to the breach with a solemn step. The Pasha's idea was not to defend the brink this time, but rather to let a certain number of the enemy in, and then close with them according to the Turkish mode of war. The column thus mounted the breach unmolested, and descended from the rampart into the Pasha's garden, where, in a very few minutes, the bravest and most advanced among them lay headless corpses; the sabre, with the addition of a dagger in the other hand, proving more than a match for the bayonet. The rest retreated precipitately; and the commanding officer, who was seen manfully encouraging his men to mount the breach, and who we have since learnt to be General Lasne, was carried off, wounded by a musket shot. General Rombaud was killed. Much confusion arose in the town from the actual entry of the enemy, it having been impossible, nay impolitic, to give previous information to every body of the mode of defence adopted, lest the enemy should come to a knowledge of it by means of their numerous emissaries.

"The English uniform, which had hitherto served as a rallying point for the old garrison, wherever it appeared, was now in the dusk mistaken for French, the newly arrived Turks not distinguishing between one hat and another in the croud, and thus many a severe blow of a sabre was parried by our officers, among which Colonel Douglas *, Mr. Ives, and Mr. Jones, had nearly lost their lives, as they were forcing their way through a torrent of fugitives. Calm was restored by the Pasha's exertions, aided by Mr. Trotte, just arrived with Hassan Bey; and thus the contest of twenty-five hours ended, both parties being so fatigued as to be unable to move.

"Buonaparte will, no doubt, renew the attack, the breach being, as above described, perfectly practicable for fifty men a-breast; indeed the town is not, nor ever has been defensible, according to the rules of art, but according to every other rule it must and shall be defended; not that it is in itself worth defending, but we feel that it is by this breach Buonaparte means to march to farther conquests. It is on the issue of this conflict that depends the opinion of the multitude of spectators on the surrounding hills, who wait only to see how it ends, to join the victors; and with such a reinforcement for the execution of his known projects, Constantinople, and even Vienna, must feel the shock.

"Be assured, my Lord, the magnitude of our obligations does but encrease the energy of our efforts in the attempt to discharge our duty; and though we may, and probably shall be overpowered, I can venture to say that the French army will be so much farther weakened before it prevails, as to be little able to profit by its dear bought victory."

The general prepossession of the Syrians, that the French

* The late Sir John Douglas, of the Royal Marines.

armies were irresistible, from the invariable success that had hitherto attended them, had so paralyzed their efforts of resistance, that but for the stimulating influence of British courage, none would have been made, and the advance of Buonaparte would, there is reason to believe, have been wholly unimpeded, wherever his plans of personal aggrandizement and political resentment might have directed it. Greatly indeed, therefore, must his irritable temper have been affected by the opposition excited by Sir W. Sidney Smith; and in the fervor of vexation he imposed the most cruel sacrifices on his brave followers, and evinced a determination to extend them to the utmost limits of their endurance. The mind of his gallant antagonist was equally alive to the improvement of his advantage; and supposing the prejudice in some degree removed by the check he had given to the advance of the enemy, he wrote a circular letter to the Princes and Chiefs of Mount Lebanon, and to the Sheikhs of the Druses, in which he exhorted them to perform their duty, by intercepting the supplies of the enemy in their way to the French camp. This wise proceeding had its desired success; and two ambassadors were sent with information, that measures had been in consequence taken to cut off the supplies; and as a proof of it, eighty prisoners who had been captured in the execution of them, were placed at the disposal of the British.

On the part of the French, to mount the breach at Acre, was now become an object to which all others were to give way; and accordingly, General Kleber's division was ordered from the fords of the river Jordan, where it had been successfully opposed to the army of Damascus, to take its turn in a task which had already occasioned the loss of the flower of the French troops, and above two-thirds of the officers. But on the arrival of this division, it found other employment.

In the sally made by the Turkish Chifflik regiment, it had shewn a want of firmness, and was in consequence censured. Soliman Aga, the commandant of that corps, having received orders from Sir W. Sidney Smith to obtain possession of the enemy's third parallel, availed himself of this opportunity to retrieve the lost honor of his regiment; and the next night carried his orders into execution with such ardor and resolution, as completely effected his own purpose, and that of the

public cause, so far as they went. The third parallel was gained; but in an attempt to do more, by an attack on the second trench, he lost some standards. However, before he retreated, his men succeeded in spiking four of the enemy's guns.

On the arrival, therefore, of Kleber's division, its original destination, to mount the breach, was changed to the business of recovering these works; which, after a furious contest of three hours, was accomplished. The advantage was, however, still on the side of the besieged; it was, in fact, decisive: for it so damped the zeal of the French troops, that they could not again be brought to the breach.

The general character of Buonaparte's conduct during the siege of Acre by the French army, and on its retreat, is thus stated by Sir W. Sidney Smith, officially:—

"After this failure, the French grenadiers absolutely refused to mount the breach any more over the putrid bodies of their unburied companions, sacrificed in former attacks, by Buonaparte's impatience and precipitation, which led him to commit such palpable errors as even seamen could take advantage of. He seemed to have no principle of action but that of pressing forward; and appeared to stick at nothing to obtain the object of his ambition, although it must be evident to every body else, that even if he had succeeded in taking the town, the fire of the shipping must drive him out of it again in a short time: however, the knowledge the garrison had of the inhuman massacre at Jaffa, rendered them desperate in their personal defence. Two attempts to assassinate me in the town having failed, recourse was had to a most flagrant breach of every law of honor and of war. A flag of truce was sent into the town by the hand of an Arab Dervise, with a letter to the Pasha, proposing a cessation of arms for the purpose of burying the dead bodies, the stench from which became intolerable, and threatened the existence of every one of us on both sides, many having died delirious within a few hours after being seized with the first symptoms of infection. It was natural that we should gladly listen to this proposition, and that we should consequently be off our guard during the conference. While the answer was under consideration, a volley of shot and shells on a sudden announced an assault, which, however, the garrison was ready to receive, and the assailants only contributed to increase the number of the dead bodies in question, to the eternal disgrace of the General, who thus disloyally sacrificed them. I saved the life of the Arab from the effect of the indignation of the Turks, and took him off to the Tigre with me, from whence I sent him back to the General with a message, which made the French army ashamed of having been exposed to such a merited reproof. Subordination was now at an end; and all hopes of success having vanished, the enemy had no alternative left but a preci-

pitate retreat, which was put in execution in the night between the 20th and 21st instant. I had above said, that the battering train of artillery (except the carriages, which were burnt) is now in our hands, amounting to 23 pieces. The howitzers and medium twelve-pounders, originally conveyed by land with much difficulty, and successfully employed to make the first breach, were embarked in the country vessels at Jaffa, to be conveyed coastwise, together with the worst among the 2000 wounded, which embarrassed the march of the army. This operation was to be expected; I took care, therefore, to be between Jaffa and Damietta before the French army could get as far as the former place. The vessels being hurried to sea, without seamen to navigate them, and the wounded being in want of every necessary, even water and provisions, they steered strait to his Majesty's ships, in full confidence of receiving the succours of humanity, in which they were not disappointed. I have sent them on to Damietta, where they will receive further aid as their situation requires, and which it was out of my power to give so many. Their expressions of gratitude to us were mingled with execrations on the name of their General, who had, as they said, thus exposed them to peril rather than fairly and honorably renew the intercourse with the English, which he had broken off by a false and malicious assertion that I had intentionally exposed the former prisoners to the infection of the plague. To the honor of the French army be it said, this assertion was not believed by them; and it thus recoiled on its author. The intention of it was evidently to do away the effect which the proclamation of the Porte began to make on the soldiers, whose eager hands were held above the parapet of their works to receive them when thrown from the breach. He cannot plead misinformation as his excuse, his Aide-de-camp, M. Lallemand, having had free intercourse with these prisoners on board the Tigre, when he came to treat about them; and they having been ordered, though too late, not to repeat their expressions of contentment at the prospect of going home. It was evident to both sides, that when a General had recourse to such a shallow, and at the same time to such a mean artifice as a malicious falsehood, all better resources were at an end, and the defection in his army was consequently increased to the highest pitch. The utmost disorder has been manifested in the retreat; and the whole track between Acre and Gaza is strewed with the dead bodies of those who have sunk under fatigue, or the effect of slight wounds; such as could walk, unfortunately for them, not having been embarked. The rowing gun-boats annoyed the van column of the retreating army in its march along the beach, and the Arabs harrassed its rear when it turned inland to avoid their fire. We observed the smoke of musketry behind the sand hills, from the attack of a party of them, which came down to our boats, and touched our flag with every token of union and respect. Ismael Pasha, governor of Jerusalem, to whom notice was sent of Buonaparte's preparations for retreat, having entered this town by land at the same time that we brought our guns to bear on it by sea, a stop was put to the massacre and pillage already begun by the Nablusians. The English flag rehoisted on the consul's house (under which the Pasha met me) serves as an asylum for

all religions and every description of the surviving inhabitants. The heaps of unburied Frenchmen lying on the bodies of those whom they massacred two months ago, afford another proof of divine justice, which has caused these murderers to perish by the infection arising from their own atrocious act.—Seven poor wretches are left alive in the hospital, where they are protected, and shall be taken care of. We have had a most dangerous and painful duty in disembarking here, to protect the inhabitants; but it has been effectually done; and Ismael Pasha deserves every credit for his humane exertions and cordial co-operation to that effect. Two thousand cavalry are just despatched to harrass the French rear, and I am in hopes to overtake their van in time to profit by their disorder; but this will depend on the assembling of sufficient force, and on exertions of which I am not absolutely master, though I do my utmost to give the necessary impulse, and a right direction."

The retreat of Buonaparte from before Acre was, in fact, conducted wholly in the spirit of cruelty generated by disappointed pride in the mind of a man whose means of resentment, mighty as they were, still were less ample than his will for all the purposes of atrocious mischief. The magazines and granaries were all ignited; the earth, covered with ashes, presented only a picture of desolation; and while the cattle fled lowing from the flames, the affrighted inhabitants, with rage in their hearts, beheld, without being able to prevent, the disasters which marked their invaders' way *.

* When the Grand Seignior received the news of Buonaparte's defeat, and of the carnage before Acre, he shed tears. His Imperial Majesty presented the messenger with seven purses of 3000 florins, and sent a Tartar to Sir W. Sidney Smith, with an aigrette and sable fur (similar to that of Lord Nelson) worth 25,000 piastres. He afterwards conferred on him the insignia of the Ottoman Order of the Crescent.

The loss sustained by the British squadron, employed in the defence of Acre, consisting of the Tigre, Theseus, and Alliance, amounted to 53 killed, 13 drowned, 113 wounded, and 82 prisoners. To the general feelings of approbation which the conduct of its commander excited in the hearts of his countrymen, the parliamentary reports of that period bear unequivocal testimony. His late Majesty himself, on the opening of the session, Sept. 24, 1799, noticed the heroism of Sir W. Sidney Smith, and the advantage which the nation had derived from his success. The King's ministers, their friends, and even their opponents, joined in paying a tribute of applause. The gratitude of the nation, and of both Houses of Parliament, was unanimous; and the Commodore, with the officers and seamen under his command, were voted the thanks of the legislature. A pension of 1000*l.* per annum was settled on Sir W. Sidney Smith; the City of London also presented him with its freedom, and a sword valued at 100 guineas. From the Turkey Company he likewise received a sword of the value of 300 guineas.

About a month after the return of the French army to Cairo, a Turkish squadron arrived at Aboukir; and in announcing this event to the people of that city, Buonaparte used the following expressions, persuasive of his adherence to the Mohammedan faith:—"*On board that fleet,*" said he, "*there are Russians, who hold in horror all that believe in the unity of God, because, according to their lies, they believe that there are three Gods; but they will soon see that it is not in the number of Gods that strength consists. The Mussulman who embarks in a ship where the cross is flying, he who every day hears the one only God blasphemed, is worse than an infidel.*"

Confident of victory over an undisciplined enemy, he commenced his preparations; and having augmented his cavalry with a number of fleet Arabian horses, set out to meet him. On the 11th July the Turkish army landed at Aboukir, the fort of which they took, and put the garrison to the sword, in retaliation of the massacre at Jaffa. At six o'clock in the morning of the 25th, the French army came in sight, and a battle ensued which was obstinately maintained on the part of the Ottomans, who had partially entrenched themselves, and repulsed the French with considerable loss; when, elevated and emboldened by their prospect of success, they rushed out to cut off the heads of the wounded and slain, and thus exposed themselves to an impetuous attack by the republican Generals Lasne and Murat: a dreadful carnage followed, which terminated in their total defeat, and the recapture of the fort of Aboukir. Buonaparte had now a stepping-stone to his final purpose. He immediately wrote home an account of his success, and four days after the receipt of that despatch by the Directory, he astonished them by his presence *.

In October following, Sir W. Sidney Smith accompanied the Turkish Vice-Admiral Seid Ali Bey, in a second maritime expedition, destined for the recovery of Egypt; of which enterprise the following extract of a letter to Lord Nelson, dated Nov. 8, 1799, contains the melancholy recital:

"I lament to have to inform your Lordship of the melan-

* Buonaparte left Egypt on the 24th Aug., and landed at Frejus on the 7th Oct.

choly death of Patrona Bey, the Turkish Vice-Admiral, who was assassinated at Cyprus in a mutiny of the Janissaries on the 18th Oct.; the command devolved on Seid Ali Bey, who had just joined me with the troops from Constantinople, composing the second maritime expedition for the recovery of Egypt. As soon as our joint exertions had restored order, we proceeded to the mouth of the Damietta branch of the Nile to make an attack thereon, as combined with the Supreme Vizier, in order to draw the attention of the enemy that way, and leave his Highness more at liberty to advance with the grand army on the side of the Desert. The attack began by the Tigre's boats taking possession of a ruined castle situated on the eastern side of the Bogaz, or entrance of the Channel, which the inundation of the Nile had insulated from the main land, leaving a fordable passage. The Turkish flag diplayed on the tower of this castle was at once the signal for the Turkish gun-boats to advance, and for the enemy to open their fire in order to dislodge us: their nearest post being a redoubt on the main land, with two 32-pounders, and an 8-pounder field-piece mounted thereon, at point-blank shot distance.

"The fire was returned from the launch's carronade, mounted in a breach in the castle, and from field-pieces in the small boats, which soon obliged the enemy to discontinue working at an intrenchment they were making to oppose a landing. Lieutenant Stokes was detached with the boats to check a body of cavalry advancing along the neck of land, in which he succeeded; but I am sorry to say, with the loss of one man killed and one wounded. This interchange of shot continued with little intermission during the 29th, 30th, and 31st, while the Turkish transports were drawing nearer to the landing place, our shells from the carronade annoying the enemy in his works and communications; at length the magazine blowing up, and one of their 32-pounders being silenced, a favourable moment offered for disembarkation. Orders were given accordingly; but it was not till the morning of the 1st Nov. that they could effectuate this operation.

"This delay gave time for the enemy to collect a force more than double that of the first division landed, and to be ready to attack it before the return of the boats with the remainder.

The French advanced to the charge with bayonets. The Turks completely exculpated themselves from the suspicion of cowardice having been the cause of their delay; for when the enemy were within ten yards of them, they rushed on, sabre in hand, and in an instant completely routed the first line of the French infantry. The day was ours for the moment; but the impetuosity of Osman Aga and his troops, occasioned them to quit the station assigned them as a corps of reserve, and to run forward in pursuit of the fugitives; European tactics were of course advantageously employed by the French at this critical juncture. Their body of reserve came on in perfect order, while a charge of cavalry on the left of the Turks put them completely to the route in their turn. Our flanking fire from the castle and boats, which had been hitherto plied with evident effect, was now necessarily suspended by the impossibility of pointing clear of the Turks in the confusion. The latter turned a random fire on the boats, to make them take them off, and the sea was in an instant covered with turbans, while the air was filled with piteous moans, calling to us for assistance. It was (as at Aboukir) a duty of some difficulty to afford it them, without being victims to their impatience, or overwhelmed with numbers: we however persevered, and saved all, except those whom the French took prisoners by wading into the water after them; neither did the enemy interrupt us much in so doing."

On the 20th December following, a detachment of Marines under Colonel Douglas, Lieutenant-Colonel Bromley, Captains Winter and Trotte, and Mr. Thomas Smith, Midshipman of the Tigre, accompanied an advanced body of the army of the Grand Vizier from Gaza to El Arish. The French Commandant refusing to capitulate, the fort was reconnoitred by the above English officers: and on the 24th, and following days batteries were erected, the fire of which was attended with complete success. On the morning of the 29th, the enemy having ceased firing, the fort was taken possession of. Notwithstanding every exertion was used to restrain the Turkish troops, three hundred of the French garrison were put to the sword. The chearful manner in which the detachment from the British squadron performed their duty, exposed as they were on the Desert, without tents, very ill fed, and with only

brackish water to drink, gained them the admiration of the whole Ottoman army.

Wearied with the hopeless contest, General Kleber, who, after the departure of Buonaparte, had assumed the command of the French forces, entered into a convention with the Grand Vizier, Jan. 24, 1800, for the evacuation of Egypt; to which Sir W. Sidney Smith, as auxiliary commander on the part of Great Britain, acceded. The French army was to be collected, with its arms, baggage, and effects, at Alexandria, Rosetta, and Aboukir, and thence be transported to France, partly in its own vessels, and partly in those to be furnished by the Sublime Porte.

This treaty was not carried into execution. The British government had been informed that a negociation with the Grand Vizier for the evacuation of Egypt by the French army was in progress, and instructions were sent to the British Commander-in-Chief in the Mediterranean to accede;—but with this main difference in the conditions, that the French army should be detained as prisoners of war till regularly exchanged. These instructions were received by Lord Keith in February, and he immediately informed General Kleber of their purport.

On the 20th March, hostilities recommenced in the neighbourhood of Cairo, when the French, rendered desperate by their situation, obtained a signal victory over the Turks, upwards of 8,000 of whom were left on the field, killed and wounded, at Elhanka.

Notwithstanding this advantage, the enemy being much harassed by the Beys, General Kleber proposed a renewal of the terms agreed to by the Grand Vizier and Sir W. Sidney Smith for the evacuation of Egypt, and Lord Keith was now authorised by the British Cabinet to accede to them; when the execution of the treaty was again frustrated by the assassination of the French Commander-in-Chief, on the 15th June, 1800, and the determination of his successor, Menou, not to withdraw from that country.

What could no longer be obtained by treaty was now to be effected by arms. Sir Ralph Abercromby, who had been sent to supersede Sir James Pulteney in the command of the army acting in the Mediterranean, having carried out rein-

forcements, and collected a train of artillery at Gibraltar, after various unexpected delays on the coast of Anatolia, proceeded, in conjunction with Lord Keith, towards the coast of Egypt; arrived off Alexandria, March 1, 1801, and the next day sailed for Aboukir Bay.

The sea running high, it was the 8th before any disembarkation could be attempted. Four thousand French troops were most advantageously posted, when the landing commenced under the superintendance of the Hon. Captain Cochrane, of the Ajax, and the enemy were driven from their position, with the loss of several pieces of artillery *. On the 12th the army, strengthened by a detachment of seamen and marines, under the command of Sir W. Sidney Smith, commenced its march. The following day the French were successfully attacked and pursued; and on the 21st was fought the memorable and decisive battle of Alexandria, in which the brave Abercromby fell, and the subject of this memoir was wounded †, and had his horse shot from under him.

This battle was fought about four miles from Alexandria, whither the main body of the army immediately advanced against Menou, who had possession of that city, while a division of British troops, and a body of Turks, proceeded against Rosetta, which soon capitulated. On the 22d June, Cairo surrendered on terms favorable to the besieged; and Alexandria was delivered up by Menou on the like conditions.

Thus was Egypt rescued from the hands of the French; and its evacuation being effected on terms similar to those of the original convention of El-Arish, the republican army, with its baggage, was transported in ships of the allied powers, to the nearest French ports ‡.

* See note †, at p. 259. On this occasion Sir Ralph Abercromby gave the most unequivocal praise to the whole of the naval officers and men, as well afloat as on shore; saying, that without their exertions he could not have brought his brave troops into action as he did.

† Sir W. Sidney Smith received a violent contusion from a musket ball, which glanced on his right shoulder.

‡ After the surrender of the French army, Sir W. Sidney Smith visited the Holy City, where the following anecdote of Buonaparte was related to him by the superior of a Convent: When General Dumas had advanced with a detachment of the French army within a few leagues of Jerusalem,

On the 22d of the following month, the Capitan Pasha gave a grand entertainment on board the Sultaun Selim, to Sir W. Sidney Smith, to whom, with strong expressions of admiration and attachment, he presented a valuable scimitar; and, what was considered as the greatest compliment that he could confer on him, one of his own silk flags, a badge of distinction which claims from all Turkish Admirals and other commanders, an equal respect with that which they owe to his highness the Pasha; such as the ceremony of personally waiting upon him previous to their departure from the fleet, and on their rejunction with it.

On the 5th Sept. 1801, Sir W. Sidney Smith and Colonel Abercromby embarked at Alexandria on board the Carmen frigate, with the despatches relative to the late campaign. The pretensions of the former to this distinction will be freely acknowledged; and the latter, whose own services had been of the most meritorious description, was justly selected as the herald of intelligence, completing his father's fame. They arrived in London on the 10th Nov. following.

At the general election in 1802, our officer was chosen representative in Parliament for the city of Rochester; and on the renewal of the war in 1803, he hoisted his broad pendant on board the Antelope, of 50 guns, as Commodore of a squadron employed on the French coast *. In the spring of the follow-

he sent to his Commander-in-Chief for leave to make an attack upon that place. Buonaparte replied, that "*when he had taken Acre, he would come in person and plant the tree of liberty in the very spot where Christ suffered; and that the first French soldier who fell in the attack, should be buried in the Holy Sepulchre.*" Sir W. Sidney Smith was the first Christian ever suffered by the barbarians to go into Jerusalem armed, or even to enter it in the dress of a Frank; his followers, and all who visited it by his means, were allowed the same privilege.

* On the 7th Jan. 1803, Sir W. Sidney Smith obtained his Sovereign's permission to bear the following honourable augmentations to the armorial ensigns borne by his family, *viz.* on the Cheveron *a wreath of laurel accompanied by two crosses Calvary;* and on a chief of augmentation, *the interior of an ancient fortification, in perspective; in the angle a breach;* and on the sides of the said breach, *the standard of the Ottoman Empire, and the Union Flag of Great Britain;* and for Crest, *the Imperial Ottoman Chelengk, or Plume of Triumph, upon a Turban;* in allusion to the highly honourable and distinguished decoration transmitted by the Turkish Emperor to Sir W. Sidney Smith, in testimony of his esteem, and in acknow-

ing year, he obtained the honorable appointment of a Colonel of Royal Marines; and, on the 9th Nov. 1805, was advanced to the rank of Rear-Admiral.

Early in the following year we find his flag flying on board the Pompée, of 80 guns, in which ship he arrived at Palermo on the 21st April, and there assumed the command of the squadron employed in that quarter. The Neapolitan government had at that time been displaced from its capital, and Naples itself was in the hands of the enemy; however, the judicious disposition of the British naval and military forces prevented farther mischief. Finding that Gaeta still held out, although as yet without succour, it was the Rear-Admiral's first care to see that the necessary supplies should be safely conveyed to the Governor. This was successfully accomplished; and the enemy, though the besiegers, were in a measure reduced to the defensive. The garrison was consequently left to the care of the Prince of Hesse-Philipsthal, and the British squadron proceeded to Naples, an attack on which was apprehended by the French. The city was at this time illuminated on account of Joseph Buonaparte proclaiming himself King of the two Sicilies. It would have been easy for Sir W. Sidney Smith to interrupt the shew of festivity; but he considered that the unfortunate inhabitants had evil enough on them; that the restoration of the capital to its lawful sovereign and its fugitive inhabitants, would be no gratification if it should be found a heap of ruins; and that

ledgment of his meritorious exertions in the defence of Acre: and the family Crest, *viz.* a Leopard's Head, collared and lined, *issuant out of an Oriental Crown:* the said arms and crest to be borne by Sir W. Sidney Smith and his issue, together with the motto, "Cœur de Lion." And although the privilege of bearing Supporters be limited to the Peers of the Realm, the Knights of the different Orders, and the Proxies of Princes of the Blood Royal at Installations, except in such cases wherein, under particular circumstances, the King shall be pleased to grant his especial licence for the use thereof; his Majesty, in order to give a further testimony of his particular approbation of our officer's services, was also graciously pleased to allow him to bear, for Supporters to his arms, *a Tiger guardant, navally crowned, in the mouth a Palm Branch,* being the symbol of Victory, *supporting the Union flag of Great Britain, with the Inscription,* "Jerusalem, 1799," *upon the cross of St. George,* and *a Lamb murally crowned: in the mouth an Olive Branch,* being the symbol of Peace, *supporting the Banner of Jerusalem.*

as he had no force to land and keep order, in case of the French army retiring to the fortresses, he should leave an opulent city a prey to the licentious part of the community, who would not fail to profit by the confusion the flames would occasion; but no such consideration operated on his mind to prevent the dislodging the French garrison from the island of Capri, which, from its situation, protecting the communication southward, was a great object for the enemy to keep, and by so much, one for Sir W. Sidney Smith to wrest from him. The commandant was accordingly summoned to surrender; and on his refusal, an attack was commenced, in which he fell. The enemy then beat a parley; a capitulation was subsequently signed, and the garrison marched out with the honours of war. Some projected sorties from Gaeta took place in consequence, on the 13th and 15th May. The garrison held out till 13th July, but was then compelled to surrender to the French army.

Amongst the various other active, but desultory services, on which the Rear-Admiral's squadron was employed in this quarter, may be particularly mentioned that of the attack of Fort Licosa; in which the Pompée had a Lieutenant and 8 men killed and 33 wounded.

In Jan. 1807, Sir W. Sidney Smith was ordered to accompany Vice-Admiral Duckworth on the memorable expedition against Constantinople. Previous to his leaving Sicily, he received the Grand Cross of the Order of St. Ferdinand and of Merit; and a letter from the then reigning Queen, expressive of the regret felt by the royal family at his departure, and gratitude for his exertions in their cause.

It appears, by the secret instructions given to Sir John T. Duckworth, that in consequence of a supposed increase of French influence in the Turkish councils, he was directed to proceed, without loss of time, to the Straits of Constantinople, there to take such a position as should enable him to effect the object of the expedition. Immediately on his arrival he was to communicate with the British Ambassador, to send him certain despatches, and to consult with him on the measures that might be necessary to be taken. Should he find that the subject of difference had been amicably settled between the Sublime Porte and the English legation, he was

to preserve the relations of amity: if not, he was to commence offensive operations; having previously demanded, in case of their detention, the Ambassador and his suite, together with all the persons connected with the British factory; and, in the event of that demand not being complied with, he was to proceed to measures of hostility against the city. Should the result of his communications with the Ambassador be such as to render necessary the commencement of hostilities, he was to demand the surrender of the Turkish fleet, with a supply of stores sufficient for its equipment. This demand was to be accompanied with a menace of the immediate destruction of the place; and should any negotiation be proposed by the Turks, as it would probably be only with the view of preparing means of resistance, and of securing their ships, it was not to be continued more than half an hour. In the event of an absolute refusal on the part of the Turks, Sir John Duckworth was to cannonade the town, or attack the fleet wherever it might be; holding it in mind, that the getting the possession, and next to that, the destruction of the fleet, was the first object of consideration.

Having received his final orders, the Vice-Admiral proceeded off Tenedos, where he found Rear-Admiral Louis's division at anchor off the Hellespont; and Mr. Arbuthnot, the Ambassador, residing on board the Canopus, from whence he afterwards removed into Sir John's flag ship the Royal George, and remained during the subsequent operations *. On the morning of the 19th Feb. the fleet passed the Darda-

* Sir Thomas Louis had been sent to the Levant some weeks previously to the arrival of the expedition, in consequence of a request from Mr. Arbuthnot to the Commander-in-Chief, for the presence of a naval force in aid of his negotiations; in conformity to which idea, the Rear-Admiral anchored between the outer and inner castles of the Dardanelles, and sent the Endymion frigate up to Constantinople. She had not been long there, before the Ambassador, under the impression of alarm for his personal safety, produced by secret information, that the Turkish government meant to confine him in the Castle of the Seven Towers, went on board, and prevailed on her Commander, Captain Capel, to send a sudden invitation to the whole of the British factory, to meet Mr. Arbuthnot at dinner. They were no sooner arrived, than the Endymion's cable was cut, her anchor left behind, and the company carried off, *en masse*, to the Dardanelles.

nelles, and at the same time Sir W. Sidney Smith, with the rear division, destroyed a Turkish squadron off Point Nagara Burun * (or Pesquies); and on the evening of the 20th, the armament came to an anchor near the Prince's Islands, about eight miles S. E. from Constantinople.

Notwithstanding this auspicious commencement of proceedings, the time was unfortunately frittered away in an unsuccessful negotiation, till the 27th Feb.; at which period, according to Sir John Duckworth's despatches, the whole line of coast presented a continued chain of batteries; twelve Turkish line-of-battle ships, two of them three-deckers, with nine frigates, were, with their sails bent, and apparently in readiness, filled with troops: added to this, near 100,000 military were said to be in Constantinople, ready to march against the Russians; besides, there were an innumerable quantity of small craft, with boats; and fire-vessels had been prepared to act against the British, whose whole force consisted of eight ships of the line, two frigates, and two brigs.

Feeling himself altogether incompetent to contend with such a powerful adversary, the Vice-Admiral came to a determination of repassing the Dardanelles; on the morning of the 1st Mar. he weighed, and stood off and on during the day; at dusk, the squadron bore up, and towards the evening of the 2d, anchored off Abydos. In the morning of the 3d, he again weighed; and about noon, every ship was in safety outside the passage. "The Turks," said the Vice-Admiral, "had been occupied unceasingly in adding to the number of their forts; some had been already completed, and others were in a forward state. The fire of the two inner castles (Sultanieh and Kelidbahadar) had, on our going up, been severe; but I am sorry to say, the effects they had on our ships returning, has proved them to be doubly formidable: in short, had they been allowed another week to complete their defences throughout the Channel, it would have been a very

* The Turkish force anchored to dispute the passage of the Dardanelles, consisted of one 64-gun ship, four frigates mounting 144 guns, five corvettes and brigs, mounting 68 guns, and two gun-boats; of these, one corvette and one gun-boat were taken, and all the others destroyed, together with the guns of a redoubt. The number of guns in favour of the Turks was 53.

doubtful point whether a return lay open to us at all." The total loss sustained in this fruitless expedition, was 42 killed, 235 wounded, and 4 missing; the Pompée's share of which was only 5 seamen wounded.

On the 4th of March, Sir John Duckworth issued the following letter of thanks to the officers, &c. under his command:—

"Although unforeseen and insurmountable obstacles, prevented the squadron under my command from effecting at Constantinople the objects which it had in view, I cannot refrain from offering my most heartfelt acknowledgments to all who have so nobly contributed their exertions, throughout the arduous service in which we have been engaged. To Rear-Admiral Sir Thomas Louis, who, with the gallantry and cool judgment which marked his character, led the squadron; and to Rear-Admiral Sir Sidney Smith, I beg to present my sincere thanks for their able assistance, as well as to the captains, officers, seamen, and royal marines, for the steady bravery which has been so eminently displayed, in forcing and returning through a passage so strongly fortified by nature and by art, and which had till now been deemed impregnable."

The copy of this document, addressed to the subject of this memoir, was accompanied by the following lines:—

"Feeling that the want of ultimate success should not restrain me from doing that justice I owe to those who have so handsomely supported the honor of their country, I enclose you a copy of thanks, I think it my duty to issue, as a tribute of my approbation and obligation to the squadron, and to none more than you, my dear Sir! for which I again offer you my thanks, as I am, with high esteem and regard, &c. &c.

(Signed) "J. T. Duckworth."

"Sir W. S. Smith."

The squadron, after leaving the Dardanelles, proceeded to the coast of Egypt, where it arrived a few days after the surrender of Alexandria and its forts to the naval and military forces, under the respective commands of Captain (now Sir Benjamin) Hallowell, and Major-General Frazer. Sir W. Sidney Smith soon after returned to England, where he arrived in the month of June.

On the 20th Oct. in the same year (1807), the court of Portugal, after consuming several weeks in fruitless attempts to conciliate Buonaparte, found itself under the necessity of shutting the ports of that kingdom against the ships of Great Britain. About the same time, Sir W. Sidney Smith was appointed to the command of a squadron, with which he

proceeded off the Tagus; and immediately on his arrival, declared that river, Setubal, and Oporto, in a state of blockade: but in adopting hostile measures, he did not neglect the powers of persuasion, and continued to cultivate an amicable correspondence with the ministry at Lisbon, tending to convince their wavering minds of the futility of such timid policy in averting the scourge of French invasion. His activity and perseverance were rewarded, on the 25th Nov. by receiving a notification from the minister of state, M. Aranjo, that the Prince Regent had resumed the intention to emigrate. In consequence of this, hostilities were suspended, and the Rear-Admiral sent the Confiance sloop into the Tagus, under a flag of truce, to convey those solemn pledges of safeguard adapted to the crisis, and which, from an officer of Sir W. Sidney Smith's chivalrous fame, could not fail to dispel doubt and fear. Lord Strangford, the *ex Chargé-d'-Affaires*, who was waiting on board the Hibernia for a conveyance to England, took the opportunity of accompanying Captain Yeo, to revisit Lisbon for the final settlement of affairs connected with his late mission, and to pay his respects at court. Wind and tide would not allow the Confiance to enter the river till late in the evening of the 28th, so that it was near midnight when Lord Strangford and Captain Yeo reached the capital. They found the royal palace a solitude; the Queen being already embarked, in consequence of the French General Junot having passed Abrantes, and even pushed his patroles to the vicinity of the metropolis.

At day-light on the morning of the 29th, the Portuguese navy was observed conducting a numerous fleet, to place them under the convoy of that very force, whose duty, but a few hours before, would have been to destroy instead of to protect. The weather was serene; and the spectacle of the meeting of the two fleets, under a reciprocal salute of 21 guns, magnificent beyond description. Sir W. S. Smith immediately went on board the ship bearing the royal standard of Portugal, to pay due homage to the Sovereign. His reception was marked by all the honours due to a British Admiral, and by every distinction the individual merited; the interview taking place with a dignity suitable to the solemnity of the occasion.

After making every arrangement for the present comfort,

and future safety of the illustrious voyagers and their loyal followers, Sir W. Sidney Smith took his leave, to rejoin that division of his squadron left to observe the Tagus, making the charge of the Brazil convoy over to the able and judicious Captain of the Marlborough, the present Sir Graham Moore.

On the Rear-Admiral's return to his station, he found Lisbon occupied by the French troops under Junot, who had obtained possession of the forts, without the slightest opposition on the part of the Portugueze. Sir W. Sidney Smith continued to blockade the coast until the 15th Jan. 1808, on which day he was superseded in the command of the squadron by the late Sir Charles Cotton. On the 24th of the same month, our officer had the satisfaction of receiving despatches from the Admiralty, conveying their Lordships' high approbation of his whole conduct in the management of the service committed to his charge, and in the execution of the various orders he had received from time to time.

About the middle of the following month, Sir W. Sidney Smith was relieved by Rear-Admiral Otway; and, with his flag in the Foudroyant of 80 guns, proceeded to South America, where he assumed the chief command. During his continuance on that station he rendered essential services to the commercial and shipping interests of the United Kingdom, for which he received the grateful thanks of the Committee of Merchants trading to Brazil.

On the 14th June following, Sir W. Sidney Smith gave an entertainment to the whole Portugueze royal family and court, on board his flag-ship, when the Prince Regent presented him, with his own hands, the standard of Portugal, to be borne as an augmentation to his coat of arms, and declared the revival of the Order of the Tower and Sword, instituted by Don Alfonso V, surnamed the African, in 1459, of which order the Rear-Admiral was afterwards created a Knight Grand Cross.

Sir W. Sidney Smith returned to England in the Diana frigate, Aug. 7, 1809, and soon after struck his flag. On the 31st July, in the following year, he was promoted to the rank of Vice-Admiral; and about the same period received the honorary degree of D. C. L., the *grace* for which passed the senate of the University of Oxford, in 1805 *. The degree of

* On the 20th April, 1822, Sir W. Sidney Smith presented to the Bod.

M. A. was afterwards conferred on him by the University of Cambridge; and on the 22d Aug. 1811, the Lord Provost and Magistrates of Edinburgh voted him the freedom of that city.

In the summer of 1812, Sir W. Sidney Smith was appointed second in command of the fleet employed in the Mediterranean, and proceeded thither in the Tremendous, of 74 guns; from which ship, on his arrival off Toulon, he shifted his flag to the Hibernia, a first rate, where it continued during the remainder of the war. In the following year, the King of Sardinia and suite dined on board the Hibernia, at Cagliari; on which occasion, in addition to the Captains and Commanders present, the Vice-Admiral, with his characteristic liberality, also invited the senior Lieutenants and Midshipmen of the squadron.

On the 7th July, 1814, soon after his return to England, the Mayor and Commonalty of the borough of Plymouth voted Sir W. Sidney Smith the freedom of their corporation; which was presented him in a silver box, in testimony of his highly distinguished and meritorious services. He was nominated a K. C. B. Jan. 2, 1815; and the ceremony of investing him with the insignia of the order was rendered doubly interesting, from the circumstance of its taking place Dec. 29, 1815, at the Elisée-Bourbon, the evacuated palace of that chieftain whose ambitious career he had *first* checked; and of its being performed by the Duke of Wellington, whose genius had so recently laid the usurper low. Sir W. Sidney Smith was advanced to the rank of full Admiral, July 19, 1821. He married Oct. 11, 1809, the widow of Sir George Berriman Rumbold, Bart., formerly British Consul-General at Hamburgh.

leian Library at Oxford, a fac-simile of an ancient Greek inscription, on a gold plate, found in the ruins of the ancient city of Canopus; and also a book printed on board an English ship of the line in the Mediterranean.

THOMAS SOTHEBY, Esq.

Admiral of the Blue.

This officer obtained post rank, June 11th, 1783; and at the commencement of the war with France, in 1793, commanded the Daphne, of 20 guns; from which vessel he was afterwards removed into the Andromeda frigate, stationed in the North Sea. On the 1st June, 1795, he was appointed to the Bombay Castle, of 74 guns, and had the misfortune to be wrecked in that ship at the mouth of the Tagus, towards the latter end of the following year.

In the spring of 1798, Captain Sotheby was appointed to the Namur of 90 guns, and subsequently to the Marlborough, 74; the command of which latter ship he retained until the 4th Nov., 1800, when she struck on a ledge of rocks near isle Gioûat, where she hung for several hours; but by great exertions, and throwing several of her guns and heavy stores overboard, was at length got off: the damage she had sustained, however, was so great, that even after the masts were cut away, and the remainder of the guns thrown overboard, the water increased so fast as to make it necessary to abandon her to her fate. The crew were saved by the Captain, 74, and a Danish vessel then in company, and the Marlborough soon after sunk at her anchors.

On the 2d Jan. 1801, the Court-Martial held to try Captain Sotheby, for the loss of the Marlborough, passed the following sentence:—

"That they were of opinion her loss was occasioned by her striking on the Bervadeux shoals, on the coast of France, which accident happened from the uncertain situation of the rocks; and Captain Sotheby's anxiety and zeal to carry his orders into execution, and being thereby so disabled as to render it impossible to save her; that no blame was imputable to Captain Sotheby, his Officers, or Ship's Company, for their conduct on that occasion; and that they afterwards did their utmost to preserve the ship and stores."

Our officer was next appointed to the Courageux, 74, and continued in that ship during the remainder of the war. His

promotion to the rank of Rear-Admiral took place Nov. 9, 1805; he became a Vice-Admiral, July 31, 1810; and Admiral of the Blue, July 19, 1821. In the years 1808 and 1809, we finding him serving in the Channel fleet, with his flag in the Dreadnought of 98 guns.

Admiral Sotheby married the youngest daughter of Christopher Anstey, of Bath, Esq. That lady died at Clifton-Hill, near Bristol, in the month of April, 1802.

JOHN SCHANCK, Esq.

Admiral of the Blue; and Fellow of the Royal Society.

This scientific officer is descended from a very ancient family in Mid Lothian, a branch of which settled at Kinghorn, in Fifeshire, and got lands there in the reign of Robert Bruce, anno 1319.

The subject of this memoir is a son of the late Alexander Schanck, of Castlereg, Fifeshire, Esq., by Mary, daughter of Mr. John Burnet, minister at Monieniusk in Aberdeenshire, of the ancient and honourable family of Burnet. He was born about the year 1746; went to sea in the merchant service at an early age; and, in 1757, served for the first time in a man of war, the Elizabeth, of 74 guns, commanded by the late Sir Hugh Palliser. We next find Mr. Schanck in the Emerald frigate, Captain (afterwards Sir Charles) Douglas, with whom he went to the North Cape of Lapland, in order to observe the transit of Venus: an intention, however, which the prevailing gloominess of the weather prevented.

About the year 1771, our officer joined the Princess Amelia of 80 guns, fitting for the flag of Sir George B. Rodney, who had recently been appointed to the command on the Jamaica station. Previous to this, he appears to have had the good fortune to save the life of Mr. Whitworth, son of Sir Charles, and brother to Lord Whitworth, who was overset in a small boat in Portsmouth harbour, and afterwards lost in America, while serving under Lord Howe.

In the month of June, 1776, after a laborious service of eighteen years continuance, Mr. Schanck was promoted to the rank of Lieutenant, and appointed to the Canceaux, an armed

schooner, employed on the river St. Lawrence *. This command he nominally retained for a considerable time; we say nominally, for almost immediately after the commencement of the war in Canada, the late Admiral Vandeput, with whom he had served as a Midshipman in India, and who had conceived a just idea of his talents, recommended him as a proper person to fit out a flotilla, to act against the revolted colonists on the Lakes; in consequence of which he was appointed superintendant of the naval department at St. John's; and in the year following, received a second commission, nominating him to the elevated station of senior officer of the naval department in that quarter. In fact, he might have been truly called the civil Commander-in-Chief, all the conjunct duties of the Admiralty and Navy Board being vested in him. His exertions and merit were so conspicuous as to draw forth the highest encomiums from the Admiral commanding on the station, particularly on account of the celerity and expedition with which he constructed a ship of above 300 tons, called the Inflexible, the very appearance of which vessel on the lakes, struck with insurmountable terror the whole American fleet, and compelled it to seek for safety in ignominious flight, after having held out a vain boast of many months' continuance, that the first appearance of the British flotilla would be the certain forerunner of its immediate destruction.

The Inflexible was originally put on the stocks at Quebec; her floors were all laid, and some timbers in; the whole, namely, the floors, keel, stem, and stern, were taken down, and carried up the St. Lawrence to Chamblais, and from thence to St. John's. Her keel was laid, for the second time, on the morning of the 2d Sept. and by sunset,

* It was about the same period that Mr. Schanck exhibited a talent for mechanics. This had formerly displayed itself, indeed, on several occasions, for the good of the service; but what caught the eye of the multitude was the construction of a *cot*, which by means of pulleys might be raised or lowered at pleasure, at the will of the person who reclined in it; while by means of castors, it could also be removed by himself from place to place without any difficulty. This was afterwards presented, we believe, to the grandfather of the present Lord Dundas, and obtained for the inventor the familiar appellation of "Old Purchase," among his companions.

not only the above mentioned parts were laid and fixed, but a considerable quantity of fresh timber was, in the course of the same day, cut out, and formed into futtocks, top-timbers, beams, planks, &c. On the 30th Sept., being twenty-eight days from the period when the keel was laid, the Inflexible was launched; and on the evening of the 1st Oct., actually sailed, completely manned, victualled, and equipped for service. In ten days afterwards this vessel was engaged with the enemy; so that it might be said without the smallest exaggeration of Lieutenant Schanck's merits, that he built, rigged, and completed a ship, which fought and beat her enemy, in less than six weeks from the commencement of her construction. Many other curious particulars relative to this extraordinary circumstance are unavoidably omitted for want of room; suffice it to say, that it was no uncommon thing for a number of trees, which were actually growing at dawn of day, to form different parts of the ship, either as planks, beams, or other timbers, before night. Few professional men, and methodical shipwrights, would perhaps credit this fact, were it not established beyond all possibility of controversy *.

* A list of the British and American Flotillas in the engagement on Lake Champlain, on the 11th and 13th Oct. 1776. The former commanded by Captain T. Pringle; the latter by General Arnold:—

BRITISH.

	Guns.		
Inflexible, ship, ...	18	12-pdrs.	Lieutenant Schanck.
Maria, schooner, ...	14	6	..... Starkie.
Carleton, schooner, ...	12	6	..... J. R. Dacres.
Thunder, radeau, ...	6	24	..... Geo. Scott.
	6	12	
	2	howitzers,	
Loyal Convert, gondola,	7	9-pdrs.	..... Longcroft.

20 gun-boats, each carrying a brass field-piece, from 24 to 9-pounders.

4 large boats, with a carriage gun mounted in each.

24 long boats, with provisions and stores.

The whole manned by a detachment of seamen from the King's ships at Quebec, and transports. Their numbers amounted to 8 officers, 19 petty officers, and 670 men. The loss in killed and wounded did not exceed forty.

Exclusive of the armaments which he had fitted out and equipped for service on the lakes Ontario, Erie, Huron, and Michigan, Lieutenant Schanck had the direction of four different dock-yards at the same time, situated at St. John's, Quebec, Carleton Island, and Detroit. In all these multifarious branches and divisions of public duty, his diligence and zeal were exceeded only by the strict attention which he paid on all occasions to the economical expenditure of the public money.—A rare, and highly honorable example, particularly at that time of day, when peculation and plunder were charges by no means uncommon, and the opportunities which he possessed of enriching himself, without danger of incurring complaint, or risking discovery, were perhaps unprecedented. His services on this occasion were not solely confined to the naval department; he attended the army under General Burgoyne, and became not only the inventor, but the constructor of several floating bridges, by the assistance of which it's progress was materially aided, and without which it would have been in all probability totally impeded much sooner than it really was. They were so constructed as to be capable of navigating themselves; and were not only absolutely equipped with masts and sails for that purpose; but, having been built at the distance of seventy miles from Crown-Point, were actually conveyed thither without difficulty, for the pur-

REBEL FORCE.

	Guns.				
Royal Savage, schooner	8	6-pdrs.	4	4-pdrs.	Burnt.
Revenge, do.	4	6	4	4	Escaped.
A sloop	10	4			Ditto.
Congress, galley	2	18	2	12	Blown up.
	2	2	6	6	
Washington, do.	2	18	2	12	Taken.
	2	2	6	6	
Trumbull, do.	2	18	2	12	Escaped.
	2	2	6	6	
Boston, gondola	1	18-pdr.	2	12	Sunk.
Jersey, do.	1	18	2	12	Taken
Lee, cutter	1	9	1	12-pdr.	Destroyed.
	4	6-pdrs.			

Six gondolas were driven ashore and destroyed; a large schooner and a galley not in the action. Their loss not known, but supposed to have been very considerable.

pose of forming a bridge at that place. The unhappy result of General Burgoyne's expedition for the subjugation of the Colonies, is too well known; and it is almost unnecessary to remark, that the floating bridges, like the army destined to pass over them, were but too soon in the power of the enemy *.

It is but fair to suppose that such services as these would be followed by correspondent rewards; and we accordingly find the subject of this memoir promoted, first to the rank of Commander, and then to that of Post-Captain: the latter event occurred Aug. 15, 1783.

It might naturally have been expected, that the interval of public tranquillity that ensued after the contest, which ended in the complete emancipation of our trans-atlantic colonies, would have proved some bar, if not to the expansion, at least to the display of Captain Schanck's ingenuity and nautical abilities: this, however, was by no means the case. He invented, or might rather be said to have improved, a former invention of his own, relative to the construction of vessels, peculiarly adapted for navigating in shallow water. These were fitted with sliding keels, worked by mechanism †.

* See p. 210.

† While in America, our officer became known to Earl Percy, afterwards Duke of Northumberland; and it was during a conversation with that nobleman, that the idea of this new construction appears to have been first elicited. His Lordship, who discovered a taste for naval architecture, amidst the devastations of a civil war, and the various operations of a land army, happened one day to observe, "that if cutters were built flatter, so as to go on the surface, and not draw much water, they would sail much faster, and might still be enabled to carry as much sail, and keep up to the wind, by having their keels descend to a greater depth; and that the flat side of the keel, when presented to the water, would even make them able to spread more canvas, and hold the water better, than on a construction whereby they present only the circular surface of the body to the wave." Mr. Schanck immediately coincided in this opinion; and added, "that if this deep keel was made *moveable, and to be screwed upwards into a trunk, or well, formed within the vessel*, so that, on necessity, they might draw little water, all these advantages might be obtained." Accordingly, in 1774, he built a boat for Lord Percy, then at Boston; and she was found to answer all his expectations. It should here be observed, that the balza of South America preceded the sliding keel invented by the subject of this memoir. The balza is a raft, composed of eight or ten large pieces of

After many years' application, in consequence of a favorable report from the Navy Board, two vessels were ordered to be built at Deptford, of thirteen tons each, exactly similar in all respects, in regard to dimensions; one being formed on the old construction, and the other flat-bottomed, with three sliding keels. In 1790, a comparative trial took place, in the presence of the Commissioners of the Navy, on the river Thames, each having the same quantity of sail; and although the vessel formed on the old model had lee-boards, a greater quantity of ballast, and two Thames pilots on board, yet Captain Schanck's beat her, to the complete satisfaction of all present, one-half the whole distance sailed.

This experiment proved so satisfactory, that a cutter of 120 tons was immediately ordered to be constructed on the same plan; and Captain Schanck was requested to superintend her completion. This vessel was launched at Plymouth in 1791, and named the Trial. The Cynthia, sloop of war, was also built according to the new principle, and, as we have reason to believe, under the immediate inspection of the original projector.

All the officers of the Trial cutter certified, on the 21st Feb. 1791:—

"That with her three sliding keels she did tack, wear, and steer upon a wind, sail fast to windward, and hold a good wind. They also certified, that they never were in any vessel of her size or draught of water, that sailed faster, or carried a greater press of sail, or made such good weather."

She was inspected again, in 1792, by orders from the Admiralty-Board; and the report, which was very favorable, stated, that she had outsailed the Resolution, Sprightly, and Nimble cutters; as well as the Salisbury, Nautilus, and Hyæna sloops.

The several advantages with which this invention abounds, have been repeatedly detailed at length to the world, and to

timber, connected together by transverse beams, having a mast and sail; it is steered by boards about three yards long, and half a yard in breadth, which are placed vertically between the timbers, by raising and lowering which, the raft tacks, wears, and performs all her evolutions with great facility.

those we must refer*: we shall content ourselves with saying, that, added to numerous instances not less striking, though perhaps less important, a small vessel, brig-rigged, called the Lady Nelson, but nick-named his Majesty's *Tinder-box*, being of no more than 60 tons burthen, and constructed in conformity to Captain Schanck's plan, and under his direction, made a voyage to Botany Bay. She was afterwards employed in that quarter, on a long and dangerous expedition of discovery, which she executed without difficulty, notwithstanding the perils that must unavoidably occur in exploring an unknown coast; and many sagacious persons had been induced, on account of her very diminutive size, both on her quitting England, and the Cape of Good Hope, to prophesy that she never would reach the first port of her destination †.

To return, however, to Captain Schanck.—After the commencement of hostilities with France, consequent to the French Revolution, his abilities were considered far too valuable to be neglected; and he was accordingly appointed to be principal Agent of Transports in the expedition sent to the West Indies, under the orders of Admiral Sir John Jervis, and General Sir Charles Grey. This fatiguing and important service he executed not only with the strictest diligence, but with an attention to the national finances uncommon, and perhaps unprecedented ‡.

So conspicuous was his assiduity in the preceding service,

* See the History of Marine Architecture, vol. iii, p. 338, *et seq.*, together with Grant's Narrative of a Voyage of Discovery, performed in his Majesty's vessel, the Lady Nelson, of 60 tons burthen.

† The following objections against the general adoption of sliding keels, appear very forcible:—"Sliding keels must weaken a vessel in the most essential part—her keel; for it may be called the *back-bone* of a vessel; and unless animals had two instead of one, it is most likely that one keel is more compact, and stronger than two. Sliding keels take up part of the stowage of a ship or vessel; and although, in some flat-floored vessels, they may act as well as a lee-board, would no doubt, in very large ships, endanger both their safety, and the lives of their crews."

‡ During the West India campaign, in 1794, 46 masters of transports, and 1100 of their men, died of the yellow fever. On board one vessel the disease raged with such violence, that the mate, the only survivor, was obliged to scull his boat on shore to fetch off negroes to throw the dead overboard; and he himself died soon after.

that when the reverse of war compelled the British troops to quit Flanders and retire into Holland, whither they were followed by the armies of the French Convention, Captain Schanck was appointed superintendant of all the vessels employed in the various services of conveying either troops, stores, or property, from one country to the other; and his exertions tended at least to reduce disaster within its narrowest possible limits.

The acquisition of coast gained by the enemy, and the general complexion of public affairs, causing an apprehension that an attempt might be made to invade Britain, a new and formidable system of defence was, by the orders of the Admiralty-Board, projected, arranged, and completely carried into execution, under the direction of Captain Schanck. In short, the defence of the whole coast, from Portsmouth to Berwick-upon-Tweed, was confided to him; and few commands have ever been bestowed of more magnitude and importance, or requiring more extensive abilities. The objects he had to attain were infinitely more multifarious than generally fall to the lot either of a land or a naval officer; for he was not only under the necessity of contriving and constructing a variety of rafts, and vessels of different descriptions, capable of receiving cannon, but he was also compelled to fit and adapt for the same purpose, the greater part even of the small boats which he found employed in different occupations on the coast. When even these difficulties were overcome, he had still to undergo the task of teaching the inhabitants throughout the several districts, the art of fighting and managing this heterogeneous, though highly serviceable flotilla, in case the necessity of the country should be such as to require their personal exertions. To have overcome these multiplied difficulties, would in itself be a matter of sufficient praise, to entitle a man to the highest tribute public gratitude could bestow, were every other occasion that could call for it wanting. In 1799, Captain Schanck was again appointed to superintend the transport service connected with the expedition to Holland*; and on the formation of the Transport Board, he was nominated one of the Commissioners; a sta-

* See Vice-Admiral Sir Thomas Bertie.

tion he continued to hold with the highest credit and honour to himself, till the year 1802; when, in consequence of an ophthalmic complaint, he was under the necessity of retiring from the fatigues of public service.

On the promotion of Flag-Officers, which took place Nov. 9, 1805, Commissioner Schanck was promoted to the rank of Rear-Admiral. He became a Vice-Admiral, July 31, 1810; and an Admiral of the Blue, July 19, 1821.

Our officer married Miss Grant, sister to the late Master of the Rolls.

Residence.—Dawleish, Devon *.

HON. MICHAEL DE COURCY,

Admiral of the Blue.

The noble family of De Courcy is allied to most of the Princes of Europe, deriving its descent in the male line from the house of Lorraine, of the race of the Emperor Charlemagne, or Charles I, surnamed the Great, who obliged the Saxons, and all other heathens whom he conquered, to receive the Christian faith; and so made the grand revolution of Europe †.

The subject of this memoir is the third and eldest surviving son of John, the 25th Lord Kingsale, Baron Courcy, of Courcy, and Baron of Ringrone, premier Baron of the kingdom of Ireland, by Martha, daughter of the Rev. Isaac Heron, of

* The subject of the foregoing memoir was one of the original members of the Society for improving Naval Architecture, set on foot by the late eccentric John Sewell, the bookseller; and some of the papers published by that Institution were the productions of this ingenious officer. He appears also have been the inventor of gun-boats with moveable slides, for firing guns in any direction. He likewise fitted the Wolverine sloop with the *inclined plane* in her gun-carriages, which is justly considered as the greatest modern invention in gunnery.

† Charlemagne was born April 2, 742; succeeded his father as King of France, in 768; was made King of Italy in 774; of Germany, in 785; and crowned Emperor of the West, by Pope Leo III, at Rome, in 800. He died Jan. 24, 814.

Dorsetshire, which nobleman, on being presented to his late Majesty, Sept. 15, 1762, had the honour of asserting the antient privilege of his family, by wearing his hat in the royal presence, granted to his ancestor, John de Courcy, Earl of Ulster, &c. by John, King of England *.

During the American war our officer commanded the Swallow sloop, from which vessel he was posted Sept. 6, 1783, into the Europa of 50 guns, the flag ship of the late Admiral Gambier, on the Jamaica station. In 1787, we find him in the Hyæna of 20 guns, escorting the first party of convicts ever sent to New South Wales, clear of the Channel †. He was afterwards stationed on the coast of Ireland, for the suppression of smuggling.

At the commencement of the war with France, in 1793, Captain De Courcy was appointed to the Pearl frigate, on the Irish station; and from that ship removed, about the latter end of the year 1794, to the Magnanime, a cut down 64, mounting 26 24-pounders on the main-deck, 18 12-pounders on the quarter-deck and forecastle, and 4 42-pounder carronades.

We find the following French privateers among the list of captures made by Captain De Courcy during the time he commanded the Magnanime:—Le Triton, 8 guns, pierced for 18, 180 men; le Tiercelet, 8 guns, 10 swivels, and 47 men; l'Eugénie, 18 guns, 107 men; l'Audacieux, 20 guns, 137 men; and la Colombe, 12 guns, 64 men. He also assisted at the capture of la Decade French frigate of 36 guns; and the defeat of a French squadron off Ireland, Oct. 12, 1798; on which latter occasion the Magnanime had 7 men wounded ‡.

* The claim of being covered in the presence of the Monarch, is not, as generally supposed, strictly peculiar to this family: for John Nethersale, of Nethersale House, near Barham Downs, co. Kent, Esq. was so great a favourite with Hen. VIII, that he was indulged with the privilege of wearing a cap in the King's presence.

† On the 13th May, 1787, Commodore Arthur Philip, in the Sirius, commanded by Captain John Hunter, with the Supply armed brig, Lieutenant Bull, and nine transports, having on board a great number of convicts of both sexes, sailed from Spithead for New South Wales, in order to establish a colony at Botany Bay. The Hyæna was ordered to accompany the fleet 100 leagues to the westward.

‡ See p. 171.

In February, 1799, our officer was appointed to the Canada, of 74 guns, attached to the Channel fleet, one of the ships sent on an expedition against Quiberon in the summer of 1800 *.

On the 10th April, 1801, the Canada was off the Black Rocks, when the Mars carried away her head, bowsprit, fore-mast, main-top-mast, and main-yard, by running foul of the Centaur. Captain De Courcy immediately took the disabled ship in tow; but the wind blowing hard from the northward, right on the shore, and the Canada's top-sails being blown to rags, he was obliged to cut the hawser, determined however to remain by the Mars to the last extremity. That fine vessel was nearing the shore very fast, and Captain De Courcy had made preparations for taking out her officers and men, when the wind suddenly lulled, and shifted to E. N. E., by which providential change, and getting up a sail on the stump of the fore-mast, she was enabled to gain an offing, and the Canada succeeded in towing her safe into Plymouth, where she arrived ten days after the accident. At the conclusion of the war, our officer commanded the Namur, a second rate.

Soon after the renewal of hostilities, in 1803, Captain De Courcy was appointed to the Plantagenet, a 74-gun ship built without a poop, on a plan suggested by Lord Gambier †. After cruizing some time on the coast of Ireland, he convoyed the outward bound East India fleet to St. Helena; and on his return from thence with several China ships under his protection, was presented by the Court of Directors with 500 guineas, for the purchase of a piece of plate.

On the 28th Nov. 1804, he commissioned the St. George of 98 guns, at Plymouth; and soon after proceeded in her to the Jamaica station, where he continued until promoted to the rank of Rear-Admiral, Nov. 9, 1805. Early in 1808, we find him, with his flag in the Tonnant, 80, accompanying Sir John T. Duckworth to the West Indies and coast of America, in chace of a French squadron; which, however, eluded the vigilance of its pursuers, who anchored in Cawsand bay on the 18th April, after traversing upwards of 13,000 miles.

In January, 1809, Rear-Admiral De Courcy commanded the squadron that covered the embarkation of the ill-fated

* See p. 219. † See p. 84.

British army at Corunna, in front of which place the gallant Lieutenant-General Sir John Moore, after conducting a retreat unparalleled in modern history, was snatched from his country in the moment of victory. Among the emigrants of distinction who sought an asylum on board the Tonnant, on this occasion, was the Duke of Vera Aguas, the lineal descendant of the celebrated Christopher Columbus. On the 25th of the same month, the Houses of Lords and Commons passed a vote of thanks to the Rear-Admiral, the Captains, officers, and men of the squadron, for the assistance they had afforded the army.

The subject of this memoir was soon after appointed Commander-in-Chief at Brazil, and proceeded thither in the Diana frigate. On his arrival at Rio Janeiro, he hoisted his flag in the Foudroyant, of 80 guns, where it continued until his return to England, in 1812.

Our officer was advanced to the rank of Vice-Admiral, July 31, 1810; and became an Admiral of the Blue, July 19, 1821. He married, Oct. 24, 1786, Miss Blennerhasset, daughter of Conway Blennerhasset, of Castle Conway, co. Kerry, Esq. (descended from the ancient Cumberland family of that name) and sister of the present Dowager Baroness Kingsale. The Admiral's daughter, Anne, married in June, 1812, Captain Sir John Gordon Sinclair, Bart. R. N. His eldest son is in Holy Orders.

VICE-ADMIRALS OF THE RED.

SIR HENRY NICHOLLS,

Senior Vice-Admiral of the Red; Knight Commander of the most honourable Military Order of the Bath.

Subsequent to the war with the colonies, this officer commanded the Echo sloop, on the Newfoundland station. On the 1st Dec. 1788, he was promoted to the rank of Post-Captain, and soon after appointed to the Amphion frigate, stationed at Jamaica. During the Russian armament in 1791, he served as Flag-Captain to the late Hon. J. L. Gower, in the Formidable of 98 guns, which ship was put out of commission in the autumn of the same year.

At the commencement of hostilities against France, in 1793, Captain Nicholls was appointed to the Royal Sovereign, a first rate, bearing the flag of Admiral Graves, in the Channel fleet; and on the memorable 1st June 1794, when that officer was wounded, his place was ably supplied by Captain Nicholls, who had the happiness of contributing in a very eminent degree to the success of this brilliant encounter. The Royal Sovereign was among the first ships in action, and at its conclusion was at the head of eleven sail of the line, well formed, and in pursuit of fourteen of the enemy's ships, when the last signal was made by Earl Howe for his fleet to close.

In this battle the Royal Sovereign had 14 men killed, and 44 wounded. Captain Nicholls's conduct was specially noticed by the Commander-in-Chief, in his public letter; and he was one of those officers to whom his late Majesty ordered a gold medal to be presented *.

The wound received by Admiral Graves causing him to retire for a time from active service, Captain Nicholls commanded the Royal Sovereign as a private ship until the spring of 1795, when he was removed into the Marlborough, of 74

* See p. 75, *et seq.*

guns, where he continued until the period of the mutiny at Spithead, which created a considerable degree of alarm throughout the kingdom, and threatened to subvert that discipline in the naval service by which our fleets were so well regulated, and consequently so often led to victory. On this occasion the Marlborough's crew committed the most daring outrages, and evinced a spirit of disaffection in a greater degree than that of almost any other ship *.

In the summer of 1801, when Sir Charles Morice Pole was sent to relieve the late Lord Nelson in the command of the Baltic fleet, Captain Nicholls accompanied that officer, and continued with him during the remainder of the war. In 1802 he was appointed one of the Commissioners of the Board of Naval Inquiry, and afterwards Comptroller of the Navy; which latter office, however, he enjoyed but a short time. He was advanced to the rank of Rear-Admiral, Oct. 2, 1807; Vice-Admiral, July 31, 1810; and nominated an extra K. C. B. May 20, 1820 †.

Residence.—Clifton.

SIR HERBERT SAWYER,

Vice-Admiral of the Red; and Knight Commander of the most honourable Military Order of the Bath.

This officer is the eldest son of the late Admiral Herbert Sawyer, of whom the following anecdote is related:—"Captain Sawyer of the Active frigate, and Captain Pownall of the Favorite sloop, paid their addresses at the same time to two sisters, and were favorably received by them; but their father, a merchant of immense property at Lisbon, although sensible of their personal merit, objected to their want of fortune, and desired that they would discontinue their courtship until their circumstances were much improved; which was shortly the case, by the prize-money gained by the capture of the Hermione, a Spanish register ship, in 1762. Soon after, the earthquake happened at Lisbon, and deprived the merchant of all his

* See Vice-Admiral Edward Griffith Colpoys.

† See note §, at p. 116.

property. The generous Captains, immediately on hearing it, repaired to that place, where yielding to the full and noble gratification of love and friendship, they settled an annuity on the father, and married his daughters."

We know nothing more of the early services of the subject of this sketch, than that he served under his father during the war with our trans-atlantic colonies, at the conclusion of which we find him commanding the Porcupine sloop, at Jamaica. His commission as a Post-Captain bears date Feb. 3, 1789, and in the following year he commanded the Pegasus of 28 guns, on the Newfoundland station. At the commencement of the contest with France, in 1793, he commissioned the Amphion frigate, from which ship he removed about the year 1795, into the Nassau of 64 guns, and cruized in her on the coast of Ireland, and with the North Sea fleet, until the autumn of 1797, when he was appointed to the Saturn, 74, attached to the Western squadron. In the spring of 1799, he succeeded Sir Henry Trollope in the command of the Russell, also a third rate, and continued in that ship till the beginning of 1801, when he joined the Juste, of 80 guns, and accompanied Sir Robert Calder to the West Indies, in pursuit of a French squadron that had escaped from Brest, but which instead of crossing the Atlantic had proceeded up the Mediterranean.

Subsequent to his return to England, Captain Sawyer was appointed to superintend the payments of the ships at Plymouth, where he remained until advanced to the rank of Rear-Admiral, Oct. 2, 1807. About the month of May, 1810, he hoisted his flag as second in command at Portsmouth; and towards the latter end of that year proceeded in the Africa of 64 guns, to the Halifax station, where he assumed the chief command. He had previously been promoted to the rank of Vice-Admiral *.

When about to leave the coast of Nova Scotia, in 1813, our officer was presented with the following address from the colonists :—

"Sir.—His Majesty's consul, the merchants and other inhabitants of Halifax, cannot allow you to depart from Nova Scotia, without expressing the satisfaction they have expe-

* July 31, 1810.

rienced during your command of his Majesty's naval forces on this station. Your polite and ready attention to the desires of his Majesty's subjects, to protect and promote the commerce of this and the neighbouring provinces, have been duly appreciated, and demand our sincere acknowledgments. And it is no less incumbent on us to bear testimony of your zeal and unceasing exertions in directing the efforts of his Majesty's ships to repel the unprovoked and unexpected hostilities commenced by the government of America against his Majesty's subjects, and which have been conspicuously manifested in the protection of our trade, and the numerous captures of the armed cruisers of the enemy. With sentiments of unfeigned esteem and respect, we wish you a pleasant passage home, and that approbation from our Sovereign, which is the highest and most grateful reward for honourable and faithful services *."

Towards the latter end of the same year, the Vice-Admiral hoisted his flag as Commander-in-Chief at Cork; and on the 2d Jan. 1815, he was nominated a K. C. B. Sir Herbert has a son a Lieutenant in the Navy.

SIR DAVIDGE GOULD,

Vice-Admiral of the Red; and Knight Commander of the most honourable Military Order of the Bath.

At the close of the American war, this officer commanded the Pachahunter, fire-vessel, on the Jamaica station. His post commission bears date Mar. 25, 1789. During the Spanish and Russian armaments, we find him in the Brune frigate, at the Leeward Islands; and at the commencement of hostilities against the French republic he was appointed to the Cyclops, in which vessel he served at the reduction of Corsica †. His next appointment appears to have been to the Bedford, a 74-gun ship, one of Vice-Admiral Hotham's fleet,

* Of the events alluded to in the foregoing address we shall give a detailed account in our memoirs of Captains ARTHUR BATT BINGHAM, RICHARD BYRON, &c.

† See p. 252.

in the skirmishes of March 14, and July 13, 1795; on which former occasion, she had 7 men slain and 18 wounded *. In the following year Captain Gould was removed into the Au-

* On the 9th March, 1795, Vice-Admiral Hotham sailed from Leghorn Roads with his squadron, consisting of four 3-deckers, seven 74's, two 64's, four frigates, two sloops, and a cutter, accompanied by a Neapolitan 74, and two frigates. The French fleet of which he was in pursuit, though soon descried by the British advanced vessels, was not seen by the line-of-battle ships till the 12th, when it was discovered to windward, consisting of one 3-decker, three 80's, eleven 74's, and three frigates. During the ensuing night, the Mercure, of 74 guns, lost her main top-mast in a squall, and parted company.

On the morning of the 13th, the enemy being still to windward, without shewing any intention of coming down, the British Commander made the signal for a general chace. In the course of this, the French 80-gun ship Ca Ira, carried away her fore and main top-masts, which afforded to Captain Freemantle, in the Inconstant frigate, then far to windward of the British line, an opportunity of raking her with great effect. He was after some time seconded by Captain Nelson in the Agamemnon, who effectually disabled her; but, as the two ships were now at a great distance from their own fleet, and were approached by several of the enemy, who pressed on to the succour of their consort, they were obliged to abandon her, and she was immediately taken in tow by one of the ships that came to her assistance. In the mean time a partial firing had been kept up, between the Bedford and Egmont, 74's, and the three rear-most French ships, one of which mounted 120 guns; but the action terminated for that day, after the Agamemnon bore up. In the succeeding night the French 3-decker parted company, by which the British obtained a manifest superiority, having now, including the Neapolitan 74, fourteen ships of the line, rated at 1114 guns, opposed to thirteen ships and 980 guns.

At day break on the 14th, Genoa then bearing N. E. distant about 20 miles, the disabled ship, and that which had her in tow, were seen to leeward of their own squadron. At about half-past six, Captains Gould and Reeve, in the Bedford and Captain, stood for and engaged them; whilst the Courageux, Illustrious, and other advanced ships, kept the enemy's van at bay. The action ended in the capture of the Ca Ira and Censeur, the latter a 74-gun ship, and both crowded with troops. Their united loss was between 300 and 400 men. On board the British squadron 73 were killed and 275 wounded; the Neapolitans had only 1 slain and 9 wounded.

The damage sustained by his van ships, particularly the Illustrious and Courageux, prevented Vice-Admiral Hotham attempting a renewal of the engagement. The Illustrious was afterwards wrecked in Valence Bay; but providentially her crew, together with a part of her stores, were saved.

An account of the still more trivial action of July 13th, in the same year, will be found at p. 254.

dacious, of 74 guns; but nothing worth recording appears to have taken place until the summer of 1798, when he accompanied Sir Horatio Nelson, in quest of the formidable armament which had sailed from Toulon under General Buonaparte, on the 20th May.

An account of the famous battle fought in Aboukir Bay has already been given in our memoir of Sir James Saumarez *. We therefore content ourselves with observing, that the Audacious was the fourth ship that doubled the van of the French line, and brought up on the Conquérant's bow, where Captain Gould commenced a spirited and galling fire. After the action he proceeded down the Mediterranean, in company with the division under Sir James Saumarez, and part of the prizes. The loss sustained by the Audacious was 1 man killed, and 35 wounded. She was afterwards employed in the blockade of Malta, and assisted at the capture of the Généreux, of 74 guns, Feb. 18, 1800 †, at the latter end of which year she returned to England.

In the spring of 1801, Captain Gould was appointed to the Majestic, a third rate, attached to the Channel fleet. Early in the following year, he was ordered to the West Indies; from whence he returned in the ensuing autumn, and the Majestic was paid off at Plymouth on the 3d of October.

The last ship Captain Gould commanded was the Windsor Castle, of 98 guns, stationed off Brest during the years 1804 and 1805. He was advanced to the rank of Rear-Admiral, Oct. 2, 1807; became a Vice-Admiral, July 31, 1810; and on the 7th June, 1815, was nominated a K. C. B.

Sir Davidge married, June 20, 1803, the eldest daughter of the Rev. Archdeacon Willes.

* See p. 180.

† See Rear-Admiral Sir Edward Berry.

SIR RICHARD GOODWIN KEATS,

Vice-Admiral of the Red; Knight Grand Cross of the most honourable Military Order of the Bath; Governor of Greenwich Hospital; and a Commissioner of the Board of Longitude.

THIS officer is a son of the late Rev. Richard Keats, Rector of Bideford and King's Nympton, in Devonshire, a clergyman, who for many years filled the highly respectable and eminently useful station of Head Master of the Free Grammar School at Tiverton, in the same county: a seminary from which many of those gentlemen, whose learning and talents have become so conspicuous in the western part of this kingdom, derived the first principles of their education.

The subject of this memoir was a Lieutenant of the Ramillies, 74, in the action between Keppel and d'Orvilliers, July 27, 1778 *; and subsequently of the Prince George, 98, bearing the flag of Rear-Admiral Digby. This latter ship formed part of the fleet under Sir George B. Rodney, at the capture of a Spanish convoy, the defeat of Don Juan de Langara, and the relief of Gibraltar, in Jan. 1780 †. She was also particularly distinguished by being the vessel in which Prince William Henry, now Duke of Clarence, commenced his naval career as a Midshipman; and upon this occasion Lieutenant Keats had the honour of being selected as a proper officer to whom the person, and indeed in a considerable degree the professional tuition of H. R. H. might be safely entrusted ‡.

Lieutenant Keats was promoted to the rank of Commander, in the Bonetta sloop, about 1782, and served with great credit on the American station during the remainder of the colonial war. He was made a Post-Captain, June 24, 1789; and in the following year we find him commanding the Southampton, of 32 guns, from which ship he removed at the period of the Russian armament, into the Niger, another frigate of the same force. Early in 1793, when the National Convention de-

* See note †, at p. 195. † See note †, at p. 3.
‡ See pp. 8, and 158.

clared war against Great Britain, he was nominated to the command of the London, of 98 guns, fitting for the flag of his late royal pupil; but which, we believe, was not hoisted on that occasion.

Our officer's next appointment was to the Galatea frigate, in which he was present at the capture of la Revolutionnaire of 44 guns, Oct. 21, 1794 *. In the summer of the following year, he accompanied the expedition under Sir John B. Warren, to Quiberon †; and on the 30th March, 1796, assisted at the capture of l'Etoile, of 30 guns and 160 men, and four sail of French merchantmen. The Galatea on this latter occasion had 2 men killed and 6 wounded. The other ships in company, namely the Pomone, Artois, and Anson, sustained no loss.

Captain Keats continued to command the Galatea until the year 1797, when he was removed into the Boadicea, another frigate, in which he distinguished himself as an indefatigable cruizer, and captured several very formidable French privateers. On the 2d July, 1799, he commanded the frigates belonging to Sir Charles M. Pole's squadron, employed in covering an attack made by some bomb-vessels upon a Spanish squadron which had taken shelter under the batteries on the isle of Aix, and a floating mortar battery moored in the passage between the Boyart shoal and the isle of Oleron ‡. We next find him in the Superb, of 74 guns, employed off Cadiz. In our memoir of Sir James Saumarez §, we have given an account of the battle which took place off Algeziras, between that officer and M. Linois. Owing to the Superb being in the offing, at too great a distance to perceive the night signal made by Sir James on his receiving intelligence of the arrival of the enemy from the Mediterranean, Captain Keats was prevented sharing in that action; but having re-joined the Rear-Admiral at Gibraltar, he was enabled to participate in the subsequent engagement, in which, indeed, he was the principal actor.

At noon on the 12th July, 1801, six days after the event just alluded to, M. Linois broke ground from before Algeziras, for the purpose of proceeding to Cadiz with his squadron, and

* See p. 277. † See p. 169. ‡ See p. 90. § See p. 187, *et seq.*

some Spanish ships by which he had been reinforced, amounting in the whole to nine sail of the line, two of which were 3-deckers, besides frigates, gun-boats, &c. This movement was no sooner observed than the British squadron, consisting of only five 2-decked ships, two frigates, and two smaller vessels, got under weigh; and the moment the enemy had cleared Gibraltar Bay, bore up in pursuit, Sir James Saumarez directing Captain Keats to lead on and attack the enemy's rear.

Captain Keats performed this service in the handsomest manner; at about 11h 20′ P. M. he got within two or three cables' length of the Real Carlos, a Spanish 3-decker, and opened a tremendous fire upon her, which had so good an effect, that the Superb's shot passing over her, and striking two others which were in a line a-breast of her, they commenced firing on each other. In a quarter of an hour Captain Keats perceived the ship he was engaging to be on fire, upon which he quitted her, and proceeded on to the next a-head, the San Antonio, of 74 guns, bearing the broad pendant of Commodore Le Roy, which ceased firing after a contest of about thirty minutes. Shortly afterwards the Cæsar and Venerable came up in succession; and, deceived by the San Antonio's broad pendant (the halliards of which had been shot away and got entangled among the rigging) being still flying, fired into her, as did also the Spencer and Thames. In a few minutes the discovery was made that the San Antonio had already struck to the Superb, and the firing at her discontinued.

A little after midnight, Captain Keats's former opponent, the Real Carlos, blew up; but not until she had fallen on board of and set fire to the San Hermenegildo, of 112 guns; which also exploded soon after. The wind at this time blew extremely hard, and the situation of the hostile squadrons precluded all posibility of rendering the miserable people on board these vessels the least assistance; the whole of whom, with the exception of 84, were thus launched into eternity *.

In this action the Superb had not a man killed, and but 15,

* The destruction of the Spanish 3-deckers is supposed to have originated in the use of furnaces for the purpose of heating shot.

including Lieutenant E. Waller, wounded. The loss of the San Antonio is not known, but was no doubt very severe. The Commodore Le Roy was among her wounded. Captain Keats remained with his prize, whilst the rest of the squadron pursued the discomfited enemy *.

From this period we find no particular mention of Captain Keats until towards the latter end of the year 1804, when he was despatched by Lord Nelson to Algiers, with a Consul, whom he succeeded in establishing most honourably, and thus put an end to the differences that had for some time subsisted between Great Britain and that Regency. The Superb afterwards accompanied that great commander to the West Indies, in the memorable pursuit of the combined fleets of France and Spain †.

On the 9th Nov. 1805, our officer was honored with an appointment to one of the vacant Colonelcies of Royal Marines. About the same time his ship received the flag of Sir John Thomas Duckworth, who after the glorious battle off Cape Trafalgar, had been appointed second in command of the Mediterranean fleet, under Lord Collingwood, by whom he was sent in quest of a squadron which had sailed from France, with a view of succouring the important colony of St. Domingo.

* For further particulars of this action, see p. 191. On the return of the squadron to Gibraltar, Sir James Saumarez issued the following memorandum;

"*Cæsar, Rosia Bay, July* 15, 1801.

"Rear-Admiral Sir James Saumarez has the happiness to offer his most heartfelt congratulations to the Captains, officers, and men of the ships he has the honour to command, on the signal success with which it has pleased Almighty God to crown their zealous exertions in the service of their country.

"To the discipline and valour of British seamen is to be ascribed their great superiority over the enemy, who, although more than treble the force of the English squadron in number of guns and weight of metal, have been so singularly defeated.

"The Rear-Admiral has not failed to transmit, in his late despatches, a report of the unparalleled exertions of all the officers and men in refitting his Majesty's ships after the battle of Algeziras, (where their conduct and bravery were equally conspicuous,) which has led to the late glorious success.

(Signed) "JAMES SAUMAREZ."

† See Vice-Admiral SIR PULTENEY MALCOLM.

Previous to the action fought off that island, Feb. 6, 1806 *, Captain Keats suspended to the mizen-stay a portrait of his late intimate friend Lord Nelson. There it remained unhurt, but was completely covered, as was Captain Keats himself, with the blood and brains of one of the boatswain's mates. A few minutes before the action commenced, the band played "God save the King!" then came, "Off she goes!" and next, "Nelson of the Nile!" Never was enthusiasm greater than that of the Superb's crew, who went to it literally with hand and heart. The enemy brought their two largest ships, l'Alexandre, and l'Imperiale, together, seemingly with a view to quiet the fire of the Superb, before any of the other ships could come up; but in this they were disappointed: for three broadsides from that vessel fortunately did such execution on board l'Alexandre, that she became quite unmanageable, and lost her station. The 3-decker was by this time within pistol-shot of the Superb, and apparently reserving her fire for her; but at this critical moment Rear-Admiral Cochrane, in the Northumberland, notwithstanding the small distance betwixt the Superb and l'Imperiale, gallantly ran in between them, and received the whole broadside of the largest ship in the French navy, several of the shot passing quite through the Northumberland into the Superb. The conflict then became general, and terminated most honorably for the British; for although the enemy were a little inferior, let us bear in mind that they were entirely annihilated in less than two hours.

"To speak individually of the conduct of any one," says Sir John T. Duckworth in his official letter, "would be injurious to all, for all were equally animated with the same zealous ardour in support of their King and Country: yet possessed of these feelings, I cannot be silent, without injustice to the firm and manly support for which I was indebted to Captain Keats, and the effect that the system of discipline and good order in which I found the Superb must ever produce; and the pre-eminence of British seamen could never be more highly conspicuous than in this contest."

The loss sustained by the Superb amounted to 6 killed and 56 wounded. Captain Keats, together with his brother offi-

* See p. 261.

cers, received the thanks of Parliament, and the option of a sword or vase of the value of one hundred pounds, voted by the Committee of the Patriotic Fund.

We next find the subject of this memoir employed as a Commodore in the expedition against Copenhagen *. On the 2d October, 1807, he was promoted to the rank of Rear-Admiral, and hoisted his flag in the Superb, as Commander of a division of the fleet stationed in the Baltic, under Sir James Saumarez.

From the moment that the people of Spain began to throw off the yoke of France, it became an object of the first importance to the British government to endeavour to rescue the Spanish army quartered in the north of Europe, and which had been drawn from Spain by the French Emperor, preparatory to his designs upon that country being carried into effect. To accomplish this desirable object, orders were given to Rear-Admiral Keats, which he executed with his usual ability, and succeeded in bringing off the Marquis de la Romana and his army, from Nyborg in Denmark, Aug. 11, 1808. For this valuable service he was created a Knight of the most honorable Military Order of the Bath.

In 1809, Sir Richard G. Keats served in the expedition sent against the enemy's ships in the Scheldt †. He was afterwards appointed to command the naval forces employed for the defence of Cadiz, where he remained until the summer of 1811, when he proceeded to the Mediterranean, and hoisted his flag on board the Hibernia, of 120 guns, as second in command on that station. His promotion to the rank of Vice-Admiral took place, July 31, 1810. On the 20th Feb. 1813, Sir Richard was nominated Commander-in-Chief at Newfoundland, and Governor of that colony, where his services as a Flag-Officer terminated. He succeeded the late Sir George Hope as Major-General of the Royal Marines, May 7, 1818; and Sir John Colpoys as Governor of Greenwich Hospital, early in 1821.

Our officer married, June 27, 1820, Mary, eldest daughter of the late Francis Hurt, of Alderwesley, co. Derby, Esq.

Residence.—Royal Hospital, Greenwich.

* See p. 79, *et seq.* † See p. 290.

ROBERT DEVEREUX FANCOURT, Esq.

Vice-Admiral of the Red.

This officer was first Lieutenant of the Gibraltar, of 80 guns, bearing the broad pendant of the late Sir Richard Bickerton, in Feb. 1782, at which period that officer sailed for the East Indies, with several men of war, to reinforce the squadron on that station under Sir Edward Hughes. On his passage the Commodore touched at Rio Janeiro, where he purchased a cutter on Government account, and promoted Mr. Fancourt into her, with the rank of Commander. In this vessel, which we believe was named the Substitute, and mounted 14 guns, Captain Fancourt proceeded to India, and continued there during the remainder of the war.

In 1790, a dispute arose with Spain relative to Nootka Sound; and Captain Fancourt, who had been advanced to post rank, on the 2d Dec., in the preceding year, was appointed to the command of the Ambuscade frigate, stationed in the Mediterranean. Soon after the commencement of the war with France, in 1793, we find him in the Chichester, of 44 guns, employed principally in escorting the trade to and from the West Indies and Mediterranean. This vessel, in company with the Intrepid, 64, captured la Sirenne, French corvette, off St. Domingo, about the month of Aug. 1794.

In the year 1797, Captain Fancourt was removed into the Agamemnon, of 64 guns, attached to Admiral Duncan's fleet in the North Sea. This ship appears to have been implicated in the mutiny at the Nore, but previous to its suppression seceded from the rebellious cause *. In the summer of 1800, she formed part of the squadron sent to Elsineur under the orders of Vice-Admiral Dickson, for the purpose of giving weight to the arguments adduced by the British Minister in support of the right claimed by Great Britain to search neutral vessels †.

* See p. 163

† In Dec. 1799, a Danish frigate, convoying a fleet of merchantmen in

We next find Captain Fancourt accompanying Sir Hyde Parker on an expedition against Copenhagen, in the spring of 1801; but from the unfortunate circumstance of the Agamemnon striking upon a shoal when approaching the Danish line of defence, he was prevented from participating in the glorious victory achieved by Lord Nelson, to whose division he had been attached. On the Agamemnon's return to England, she was stationed as a guard ship in Hosely Bay. Captain Fancourt subsequently commanded the Zealand, 64, bearing the flag of the Commander-in-Chief at the Nore. He was advanced to the rank of Rear-Admiral, April 28, 1808; and Vice-Admiral, Aug. 12, 1812.

the vicinity of Gibraltar, refused to permit the search of some British cruizers, and fired into a boat sent for that purpose; but this difference was compromised by a disavowal of orders on the part of the Danish court. In July 1800, a similar refusal on the part of the Commander of the Freya, another frigate of that nation, having six vessels under his protection, in the English Channel, was productive of an action, which ended in the Dane striking his colours, and being brought with his charge into the Downs *.

To prevent any hostile consequences from this affair, the British government lost no time in despatching Lord Whitworth to the Court of Denmark: and to give weight to his Lordship's arguments, as well as to secure and protect the Baltic convoy, should not the Danish government accede to the desired arrangements, that minister was accompanied by a squadron of four sail of the line, (to which the Agamemnon and five others were afterwards added,) three 50-gun ships, and several frigates and smaller vessels, under Vice-Admiral Dickson.

The British squadron reached Elsineur Roads on the 20th Aug., and on the 29th the negociation terminated in a convention between the two powers, by virtue of which, the Freya and the vessels detained with her were to be repaired at the expence of Great Britain and then released; but the question of the right of search was left for future discussion. Vice-Admiral Dickson left the Sound on the 7th of the ensuing month, and returned to Yarmouth Roads. On this occasion Denmark was awed into forbearance; but her resentment was not appeased, as will appear hereafter in our memoir of Vice-Admiral Sir THOMAS FOLEY.

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* See Rear-Admiral THOMAS BAKER.

SIR EDWARD BULLER,

Baronet; Vice-Admiral of the Red; and Recorder of East Looe.

THE Buller family is of very ancient establishment in this country, and has chiefly resided in the counties of Devon and Cornwall, where its respective branches have been long in possession of considerable landed property. The subject of this memoir is the third son of the late John Buller, of East Looe, and Bake, co. Cornwall, Esq.*, by his first wife, Mary, daughter of Sir John St. Aubyn, Bart., and was born at the Admiralty, Dec. 24, 1764. He commenced his naval career at the early age of twelve years, under the auspices of the late Lord Mulgrave; was with his Lordship, on board the Courageux, in the engagement between Keppel and d'Orvilliers, July 27, 1778 †, and continued with him till he was promoted to a Lieutenancy, when he removed into the Sceptre, of 64 guns, then commanded by Captain Graves. The Sceptre being under orders for the East Indies, Lieutenant Buller proceeded thither, and was in most of Sir Edward Hughes's actions with M. de Suffrein, in one of which he was slightly wounded.

In 1783, our officer, then a mere boy, was advanced to the rank of Commander, in the Chaser of 14 guns, and returned to England in that vessel soon after General Stuart's attack upon Cuddalore, June 1783, at which he was present. We next find him in the Brisk sloop, on the Halifax station, where he displayed great activity in his endeavours to suppress smuggling. From his arrival on the coast of America to the time of his quitting it, comprising a space of six years, he was also indefatigably employed in surveying the different harbours, &c., and thereby obtained a perfect knowledge thereof. He obtained post rank in the Dido frigate, July 19, 1790, and returned to England at the latter end of the same year.

* Sir Edward's father represented East Looe in several parliaments, held a seat at the Admiralty for many years, and was afterwards a Lord of the Treasury. He died July 25, 1786.

† See note †, at p. 195.

In 1792 Captain Buller was appointed to the Porcupine, of 24 guns, from which ship he removed into the Adventure, 44. In the latter, when on his return from Canada and Nova Scotia as convoy to a valuable fleet of merchantmen, he narrowly escaped being captured by a French squadron, cruizing expressly to intercept him. In this fleet were thirteen Dutch vessels, with rich cargoes, which, as soon as they quitted Captain Buller's protection, were taken by our cruizers, in consequence of an embargo having been laid upon all Dutch property *.

Our officer's next appointment was to the Crescent frigate, in which he proceeded to the Cape of Good Hope, and was present at the capture of a Dutch squadron in Saldanha Bay, Aug. 18, 1796 †, On his return from that station he was nominated to the command of the Sea Fencibles, from the river Lyne to Cawsand Bay, including the whole of the southern coast of Devonshire; and by his judicious arrangements, that newly raised corps was placed on the most respectable footing ‡.

In 1799 Captain Buller obtained the command of the Edgar, 74, and subsequently removed into l'Achille, of the same force. In these ships he was principally employed in the blockade of Brest and Rochefort until the cessation of hostilities §; soon after which he was elected M. P. for East Looe, and at the same time chosen Recorder of that borough.

* See note †, at p. 20. † See p. 50.

‡ In the spring of 1808, a corps of Sea Fencibles was raised, on a plan proposed to the Admiralty by Captain (afterwards Sir Home R.) Popham, to be composed of the fishermen and seamen employed in coasters, and other men employed on the water in the different harbours, rivers, and creeks along the coast. Agreeably to the regulations adopted, a Post-Captain, with a certain number of inferior officers, according to the extent of the district, were appointed to command them. The men received protections from the impress, and at each muster or exercise one shilling each, on the conditions, that, in garrisons and land batteries, they should learn to exercise the great guns; and that, where those did not exist, they should be exercised in the use of the pike, so as to be able to oppose an invading enemy, either afloat or on shore.

§ On the 1st Oct. 1801, the preliminaries of peace were signed between his Britannic Majesty and the French Consular Government; and on the 27th March 1802, the definitive treaty was signed at Amiens by the plenipotentiaries of Great Britain, France, Spain, and the Batavian republic.

On the renewal of hostilities, in 1803, our officer commissioned the Malta of 84 guns, in which ship he particularly distinguished himself in the action between Sir Robert Calder and Admiral Villeneuve, July 22, 1805 *. On that occasion, in consequence of the fog, she separated from her companions, and was at one time assailed by five of the enemy's vessels. Captain Buller, however, resolutely braved the danger, and continued the unequal conflict until one of his opponents, the San Rafael of 84 guns, surrendered. In this affair the Malta had 5 men killed and 40 wounded. Captain Buller soon afterwards received the honourable appointment of a Colonel of the Royal Marines; and in the ensuing year assisted at the capture of le President, French frigate. The Malta was subsequently attached to the fleet under Lord Collingwood, employed in watching the port of Cadiz.

About the month of May, 1807, our officer was obliged to return to England in consequence of a violent fever, occasioned by his exertions in affording relief to the crew of a Portugueze frigate, wrecked near Gibraltar. He was promoted to the rank of Rear-Admiral, April 28, 1808; and raised to the dignity of a Baronet of Great Britain, on the 3d October following. At the close of the year 1809 he succeeded the present Sir John Sutton, as second in command at Plymouth, where he continued until about the autumn of 1812, and then hoisted his flag in the Channel fleet. His advancement to the rank of Vice-Admiral took place Aug. 12, 1812, on which day he assisted at the ceremony of laying the foundation stone of that stupendous erection, the breakwater in Plymouth Sound †.

Sir Edward Buller married, March 15th, 1789, Gertrude, fifth daughter of Colonel Philip Van Cortlandt.

Residence.—Trenant-Park, Wiveliscomb, co. Cornwall.

* See Vice-Admiral CHARLES STIRLING.

† See p. 31.

HON. SIR ROBERT STOPFORD,

Vice-Admiral of the Red; and Knight Commander of the most honourable Military Order of the Bath.

THE noble family of Stopford is said to derive its descent from Nicholas de Stockport, Baron of Stockport, one of the eight barons of the palatinate, created by Hugh Lupus, Earl of Chester, who settled in that county previous to the Norman Conquest. The first ancestor of the subject of this memoir, of whom we have certain information, was James Stopford, an officer in the parliamentary army, who repaired to Ireland during the usurpation of Oliver Cromwell, and carved out a fortune for himself in that kingdom. From him descended James, second Earl of Courtown and first Baron Saltersford, who married Mary, daughter and co-heiress of Richard Powis, of Hintlesham-Hall, co. Suffolk, Esq. and niece of George, the late Duke of Montagu.

Robert Stopford, the third son by the above marriage, was born Feb. 5, 1768; went to sea at an early age; served some time in the Prince George, bearing the flag of Rear-Admiral Digby, on the American station *; and obtained the rank of Post-Captain Aug. 12, 1790, in which year we find him commanding the Lowestoffe frigate, employed in the Channel.

Captain Stopford's next appointment was to the Aquilon, of 32 guns, stationed in the Mediterranean, from whence he returned to England with H. R. H. Prince Augustus, now Duke of Sussex, as his guest. The Aquilon was subsequently attached to the fleet under the orders of Earl Howe, and repeated the signals of the rear division in the memorable conflict of June 1, 1794 †.

In the autumn of the same year our officer was removed into the Phaëton of 38 guns, and continued on Channel service until Feb. 1795, when he received orders to join the squadron destined to escort her Serene Highness the Princess Caroline of Brunswick from Germany to Great Britain ‡. He after-

* See p. 3, *et seq.* † See p. 75, *et seq.*

‡ The squadron, consisting of the Jupiter, a 50-gun ship, Phaëton and

wards rejoined the grand fleet, and on the 7th June following assisted at the capture of eight vessels laden with wine and naval stores from Bourdeaux; in effecting which service and endeavouring to bring out a corvette that had sought refuge under a battery on the south end of Belleisle, the Phaëton had 1 man killed, 7 others wounded, and 2 guns dismounted.

Nine days after this event, the detachment commanded by Vice-Admiral Cornwallis, of which the Phaëton formed a part, fell in with a French fleet, consisting of one 3-decker, twelve 74's, fourteen frigates, and three smaller vessels, from which the British squadron with difficulty escaped *. Captain Stop-

Latona frigates, Lark, Hawke, and Martin sloops, and four armed cutters, under the command of Commodore Payne, sailed from the Nore on the 2d March, and after encountering very tempestuous weather, anchored off Cuxhaven on the 7th; but it was not until the 28th that H. S. H. embarked on board the Jupiter. The Princess landed at Greenwich, from a royal yacht, to which she had removed on her arrival off Gravesend, April 4, 1795.

* Vice-Admiral Cornwallis, with one 3-decker, four 74's, two frigates and a sloop, on his return from the pursuit of a French convoy, fell in with the above fleet near the Penmarks, and by a series of masterly manœuvres effected a retreat which reflects as much honor on those concerned, as would the achievement of the most brilliant victory. The late Admiral Sir Charles Cotton, who died at Plymouth Feb. 23, 1812, commanded the Mars on this occasion, and sustained the brunt of the enemy's attack. Nothing can be more expressive than the Vice-Admiral's own words in his official despatch, wherein he speaks of the very meritorious conduct of the officers and men whom he commanded on the occasion:—

"Indeed, I shall ever feel the impression which the good conduct of the Captains, Officers, Seamen, Marines, and Soldiers in the squadron, has made on my mind; and it was the greatest pleasure I ever received, to see the spirit manifested by the men, who, instead of being cast down at seeing thirty sail of the enemy's ships attacking our little squadron, were in the highest spirits imaginable. I do not mean the Royal Sovereign alone; the same spirit was shown in all the ships, as they came near me: and although (circumstanced as we were) we had no great reason to complain of the conduct of the enemy, yet our men could not help repeatedly expressing their contempt of them. Could common prudence have allowed me to let loose their valour, I hardly know what might not have been accomplished by such men."

The squadron under Vice-Admiral Cornwallis consisted of the Royal Sovereign, 110 guns; Mars, Bellerophon, Triumph, and Brunswick, 74's; Phaëton and Pallas frigates; and Kingfisher sloop. The damage the ships received was very inconsiderable, excepting in their stern frames, which were much shaken by the repeated firing of the

ford subsequently drove on shore l'Echoue, of 28 guns; and, in company with the Anson, captured la Daphne, of 30 guns and 276 men, and la Flore, of 36 guns.

Towards the latter end of February, 1798, the Phaëton joined the squadron under Sir John Borlase Warren, cruising off l'Isle Dieu. On the 8th March several vessels, laden with naval stores and provisions, from Rochefort bound to Brest, were captured; and six days after, nine others were brought out of the Pertuis d'Antioche. On the 22d the squadron chaced a large French frigate, which at midnight Captain Stopford brought to action; but his opponent running into shoal water, he was obliged to haul off. The enemy in endeavouring to effect his escape into the river Garonne, struck upon the Olive rocks, near the Cordovan Light-house, and sustained considerable damage.

In addition to the above services performed by Captain Stopford, during the time he commanded the Phaëton, he appears to have taken, or assisted in capturing, a national corvette of 20 guns; nine privateers mounting in the whole 152 guns, and manned with from 130 to 50 men each; and two other armed vessels.

Early in the spring of 1799, our officer was appointed to the Excellent of 74 guns, in which ship he captured l'Arethuse French corvette, a national cutter, and several merchant vessels. After cruising for some time with the Western squadron he was ordered to the Leeward Islands, from whence he returned with a broad pendant in the summer of 1802.

On the renewal of hostilities, in 1803, Captain Stopford commissioned the Spencer of 74 guns, at Plymouth, and was employed off Ferrol and Corunna during the ensuing winter. In the autumn of 1804 he joined Lord Nelson's fleet in the Mediterranean; and afterwards accompanied that officer to the West Indies, in pursuit of the combined fleets of France

guns. The squadron lost not a man, and only 12 were wounded on board the Mars. For their spirited conduct on this occasion, the Vice-Admiral, Captains, &c. received the thanks of both Houses of Parliament *.

* Admiral Cornwallis died July 5, 1819.

and Spain. On the 9th Nov. 1805, his long and active services were rewarded with an appointment to a Colonelcy of Royal Marines; and about the same period he was returned to Parliament as one of the members for Ipswich, in Suffolk.

Under the heads of Sir Alexander Cochrane, and Sir Richard G. Keats, will be found an account of the action fought off St. Domingo, Feb. 6, 1806, in which the Spencer bore a conspicuous part. The loss she sustained on that occasion amounted to 18 killed and 50 wounded; in the latter list were Captain Stopford, Lieutenant Harris, one Subaltern of marines, and a Midshipman. After the battle she was sent with the prizes to Jamaica.

We next find Captain Stopford employed in the expedition against Copenhagen, which ended in the capture of the Danish fleet, and a vast quantity of naval stores *. On the 28th April, 1808, he was advanced to the rank of Rear-Admiral, and appointed to a command in the Channel fleet. Early in the following year, a detachment under his orders obliged three French frigates to run ashore near the Sable d'Olonnes; in the execution of which service the British had 3 men killed and 31 wounded, besides being much cut up in the masts and rigging from the fire of the enemy's batteries †.

After the above affair Rear-Admiral Stopford blockaded a French squadron in Aix Roads; and previous to the arrival of Captain Lord Cochrane, who had been sent from England to conduct the enterprise, handsomely volunteered to undertake an attack upon the enemy with fire-ships; and, when the attempt was made, his judicious arrangement of the boats, afforded the greatest satisfaction to Lord Gambier, the Commander-in-Chief, who in his public despatches strongly testified to his zealous co-operation. The Rear-Admiral also received the thanks of parliament for his conduct on that occasion.

In the autumn of 1810, our officer was nominated to the command of the squadron employed at the Cape of Good Hope, and proceeded thither in the Scipion, of 74 guns. A few months after his arrival on that station, he received intelligence of the death of Vice-Admiral Drury, which took place

* See p. 79. † See Rear-Admiral Sir Henry Hotham.

March 6, 1811, when about to depart from Madras, on an expedition against Java. The Rear-Admiral immediately hastened towards Batavia for the purpose of conducting the naval part of the armament; but did not form a junction with Commodore Broughton, who had conducted it from Malacca, until the 9th August, whereas the troops had been landed on the 4th of that month, and the place capitulated on the 8th. As, however, the enemy were still in possession of some very strong posts, the arrival of the Scipion and three frigates from the Isle of France proved extremely beneficial, and considerably facilitated the operations of the army, the advanced guard of which, under Colonel Gillespie, on the 10th carried with the bayonet a strong position in advance of the works at Muster Corneliis. The main body of the enemy occupied these works, strongly entrenched, and guarded by several redoubts and a numerous artillery. For some days a cannonade was carried on, by which several of their batteries were silenced; and on the 26th, a general assault was ordered by the commander of the forces, Lieutenant-General Sir Samuel Auchmuty, who had with him the royal marines of the squadron. The gallantry with which it was conducted was irresistible; the lines were forced, the fort was captured, and the whole of the defending army of 10,000 men, killed, taken, or dispersed. General Jannsen, the Governor of Java, with difficulty escaped during the engagement, with a few cavalry, to the distance of thirty miles, where he collected all his remaining force for the defence of the rest of the island. Sir Samuel Auchmuty, however, pushed his success with vigour; and marching to Samarang, whither the Dutch Governor had retired, took possession of it on the 12th September, without opposition, the enemy having withdrawn to a position on the road to Solo, the residence of the native Emperor of Java. This post was attacked on the 16th, by Colonel Gibbs, with such success that on the following day an armistice was agreed on, which terminated in the surrender of the European troops, and the delivery of the whole island to the British arms. The adjacent isle of Madura, which had been occupied by the French, was included in the capitulation signed on the 18th; and thus not a vestige was left of the eastern dominion of the Gallo-Batavian empire. The loss

sustained by the navy in the above operations amounted to 15 men killed, and 55 officers and men wounded. That of the army was very considerable. On the 10th Jan. 1812, the thanks of parliament were voted to the officers and men of both services employed on the expedition.

After the subjugation of Java, Rear-Admiral Stopford relinquished his assumed command and returned to his former station, where he continued until superseded by Rear-Admiral Tyler. He arrived in England, with his flag on board the President frigate, in the spring of 1813; since which he has not been afloat. He was made a Vice-Admiral, Aug. 12, 1812, and nominated a K. C. B. Jan. 2, 1815.

Sir Robert married, June 29, 1809, Mary, daughter of Commissioner Fanshawe, of his Majesty's Dock-yard at Plymouth.

Residence.—Lyndhurst, Hants; and Buckland-Abbey, Devon.

MARK ROBINSON, Esq.

Vice-Admiral of the Red; and a Member of the Bath and West of England Society for the Encouragement of Agriculture, Arts, Manufactures, and Commerce.

This officer is, we believe, a son of the late Rear-Admiral of that name, who, when Captain of the Shrewsbury, lost a leg in the action off Cape Henry, Sept. 5, 1781 *. He was made a Commander some time previous to the conclusion of the war with the colonies; and during the ensuing peace, commanded the Trimmer sloop. His post commission bears date Sept. 21, 1790; and at the commencement of hostilities with the French republic, he obtained the command of the Brilliant frigate, stationed in the North Sea, and afterwards employed at the reduction of Calvi, in Corsica †. He subsequently commanded the Arethusa of 38 guns, in Sir John B. Warren's expedition against Quiberon ‡.

* Rear-Admiral Robinson died in the month of November 1799. An account of the action in which he received his wound will be found at p. 133.

† See p. 252. ‡ See p. 169.

In the summer of 1804, our officer was appointed to the Swiftsure of 74 guns; in which ship, after cruising for some time on the coast of Spain, he accompanied Lord Nelson to the West Indies in pursuit of the combined fleets of France and Spain *. He afterwards commanded the Royal Sovereign, a first rate, and the Gibraltar of 80 guns.

Captain Robinson was advanced to the rank of Rear-Admiral, April 28, 1808; and Vice-Admiral, Aug. 12, 1812. He married, Feb. 5, 1799, Mrs. Shirley, of Pulteney Street, Bath, who died at that place on the 12th Jan. 1811, aged 65 years.

THOMAS REVELL SHIVERS, Esq.

Vice-Admiral of the Red.

In 1778, this officer, then a Lieutenant, commanded the Penguin armed vessel, stationed at Newfoundland. He was promoted to the rank of Commander about the year 1782; and at the termination of hostilities with the United States of America, we find him at the Leeward Islands, in the Espion sloop. His post commission bears date, Sept. 21, 1790.

At the breaking out of the war with the French republic, Captain Shivers was appointed to the Ariadne, of 24 guns, in which ship he proceeded to the Mediterranean, and was present at the evacuation of Toulon †. From that ship he was removed into the Alcide, 74, bearing the flag of Rear-Admiral Robert Linzee.

In the years 1798 and 1799, our officer commanded the Standard of 64 guns, and subsequently the Defiance, 74. He was advanced to the rank of Rear-Admiral April 28, 1808, and Vice-Admiral, Aug. 12, 1812.

* See Vice-Admiral Sir PULTENEY MALCOLM.

† See pp. 46, 294.

JOHN DILKES, Esq.

Vice-Admiral of the Red.

This officer was made a Commander during the war with our trans-atlantic colonies; subsequent to which, in consequence of some temporary disgust, he entered into the Portugueze service, and obtained the rank of Rear-Admiral; but brighter prospects opening, he returned to that of his native country, and became a Post-Captain, Sept. 21, 1790.

In 1795, Captain Dilkes commanded the Madras, of 54 guns, stationed in the North Sea. He afterwards proceeded to the West Indies, and was present at the reduction of St. Lucia by the forces under Sir Hugh Christian and Sir Ralph Abercromby *. The Madras continued about two years on the Leeward Island station, and on her arrival in England was again ordered to join the North Sea fleet.

About the latter end of 1799, Captain Dilkes sailed with the trade for the Cape of Good Hope and the East Indies. Previous to his return, he became involved in an affair of the most unpleasant nature with the Chinese government, of which the following account is given in Schomberg's Naval Chronology.

"Early in 1800, the Providence schooner, commanded by Lieutenant Mayo, whilst lying at Whampoo, had her cables cut two or three times during the night. Her commander, irritated at these repeated robberies, gave orders that the first boat that approached near the vessel, with the supposed intention of cutting the cables, should be fired upon.

"On the 11th Feb. this order was unfortunately executed, and a young Chinese, fifteen years of age, wounded in the shoulder.

"The Viceroy of the Provinces of Canton and Quangsi, ordered the Collector of the Customs to publish on the 14th, an edict, by which the English were accused of having drowned one man and wounded another. It was enjoined the presi-

* See p. 134.

dent of the cohengists, the society of traders, to communicate its contents to Mr. Hall, chief of the English Factory, and demand from him that the guilty should be given up to justice.

"Just at this time, the Madras arrived from Macoa; and the matter being represented to Captain Dilkes, he prevailed on the traders of the factory to carry a letter to the Viceroy. This step, unexampled at Canton, was contrary to all ordinary customs. The letter was however favourably received.

"Captain Dilkes complained of the robbery which had been committed, demanded an impartial examination, and prayed his Excellency to consider the affair as a national business, and having no connection whatever with the East India company. The Viceroy did not consent to this last demand; but he sent a confidential mandarin to confer with Captain Dilkes and Mr. Hall. The parties concerned on both sides, were present at the interview. The Viceroy at last decided, in conformity with the Chinese custom, that the affair should be carried before an inferior tribunal, in order to be finally brought before a superior court.

"Captain Dilkes, with the guilty person, a witness, and Mr. Staunton, in quality of interpreter, went into the town, where the people treated them with much indignity. After having waited for several hours for the criminal judge of the province, they were brought into Court. Captain Dilkes insisted on the Mate (who was the one accused) being examined. The judge refused, saying that English sailors could not be believed; he added, that if the wounded person survived forty days, the laws of China only ordered banishment, and that the magistrates would pass over this sentence in consideration that the guilty person was a foreigner.

"Captain Dilkes persisting in demanding the examination of the sailors, and having unfortunately raised his voice higher than what is permitted by the regulations of the courts in China; immediately the judge made a signal to his officers, who seized Captain Dilkes by the shoulders and pushed him violently out of the court; as was also Mr. Staunton.

"Some days after, as the young man was likely to recover from his wound, the Viceroy sent word to Captain Dilkes, that in consideration of the friendship subsisting between the

English and the Chinese, he had dispensed with the execution of the law."

It should here be observed, that the Chinese have no idea of making a distinction between accidental and premeditated murder; as was fatally exemplified some years ago, in the case of a poor gunner belonging to an Indiaman, who was given up, because the wad of a gun, fired by the command of an officer, happened to strike a native in a boat at some distance, and occasioned his death.

By the Chinese laws, if the person survives the accident *forty days*, and after that period dies, even in consequence of the same accident, yet it is not considered as murder. When any case of this kind occurs, it is best to secure the wounded Chinaman, and have him under the care of Europeans during that space of time; for the Chinese would otherwise, perhaps, bring some man who had died a natural death in the interval, and swear that it was the person who died of the accident, in hopes of extorting a sum of money. The boy alluded to above, notwithstanding his seeming convalescence, lingered about fifty days, and then expired. In these cases, the sentence of death, by the laws of China, is generally commuted for that of banishment into the wilds of Tartary. This court, however, on the boy's decease, sent a message to Captain Dilkes, intimating that he might punish the seaman according to the laws of his own country; and consequently a British subject was thus preserved from an ignominious and unjust death, by a proper mode of interference.

Captain Dilkes appears to have returned to Europe soon after the above affair, since in the spring of 1801, we find him commanding the Raisonable, of 64 guns, in the expedition against Copenhagen, under Sir Hyde Parker *. On the renewal of the war, in 1803, he was appointed to the Salvador del Mundo, bearing the flag of the Port Admiral at Plymouth; where he continued until the autumn of the following year, when he was nominated Resident Commissioner at Jamaica, which we believe to have been his last public employment. His advancement to the rank of Rear-Admiral took place

* See note *, at p. 365, *et seq.*

April 28, 1808; and on the 12th Aug. 1812, he was made a Vice-Admiral.

Our officer married, 1804, a daughter of the late Admiral Epworth, father of the present Captain of that name, a notice of whom will appear in our next volume.

SIR THOMAS FOLEY,

Vice-Admiral of the Red; and Knight Grand Cross of the most honourable Military Order of the Bath.

This officer is a native of Pembrokeshire, and, we believe, related to the noble house of Foley. He served as a Lieutenant of the Prince George of 98 guns, the flag ship of the late Admiral Digby, at the time H. R. H. the Duke of Clarence was a Midshipman in that ship; and in 1782, was made a Commander into the Britannia armed ship, at New York. He subsequently commanded the Atalanta of 14 guns, on the same station.

Captain Foley was promoted to post rank, Sept. 21, 1790; and at the commencement of the war in 1793 obtained the command of the St. George, a second rate, bearing the flag of Rear-Admiral Gell, whom he accompanied to the Mediterranean, and on his passage thither had the good fortune to assist at the recapture of the St. Iago, a Spanish register ship laden with specie. The ships in company with the St. George on this fortunate occasion were the Edgar, Egmont, and Ganges, 74's, and Phaëton frigate *.

Towards the conclusion of the same year, Lord Hood detached Rear-Admiral Gell with a division of his fleet to Genoa. La Modeste, a French frigate of 36 guns, was then lying in the harbour, and had broken the neutrality of the port on various occasions, in direct opposition to the remonstrances of the Senate and Government. The British Commander being made acquainted with these circumstances, on his arrival ordered the Bedford of 74 guns, to anchor alongside the enemy's ship, and to demand her to surrender. The French Captain at first refused to comply with this requisition;

* See p. 197.

but a few musket shot being fired, he thought it prudent to acquiesce. The government of Genoa very properly considered the spirited conduct of the Rear-Admiral perfectly regular, as well as strictly consonant to the law of nations; and la Modeste was added to the British navy.

Early in the ensuing year Rear-Admiral Gell was obliged, by the precarious state of his health, to return overland to England *; and the late Sir Hyde Parker hoisted his flag in the St. George, Captain Foley continuing to command that ship.

In the first encounter which took place between the British fleet under Vice-Admiral Hotham and the remnant of the once formidable force which France had possessed in the port of Toulon, the St. George had 4 men killed and 13 wounded. The French ships captured were the Ca Ira of 80 guns, and the Censeur of 74 guns †.

No other material occurrence took place during the remainder of the time that Captain Foley continued in the St. George, except the second skirmish, still more trivial than the first, which ended in the destruction of l'Alcide, of 74 guns ‡.

In the memorable battle off Cape St. Vincent, Feb. 14, 1797 §, our officer bore a distinguished part, as Captain of the Britannia, a first rate, carrying the flag of the late Sir Charles Thompson. Soon after that important event he was appointed to the Goliath of 74 guns, and in the following year detached from the fleet off Cadiz to reinforce Sir Horatio Nelson's squadron in the Mediterranean.

On the glorious 1st Aug. 1798, Captain Foley had the honour to lead the British fleet into action. At 6h 15′ P. M. the French commenced the engagement; in two minutes the Goliath returned their fire, and then doubled their line, and brought up alongside of the Conquerant, the second ship in the enemy's van. In less than a quarter of an hour Captain Foley completely dismasted his opponent, and afterwards assisted in subduing the ships in the rear. In this tremendous conflict the Goliath had 21 killed and 41 wounded ‖.

* Admiral Gell died at his seat near Crickhowell, in Brecknockshire, in 1806.

† See p. 340. ‡ See p. 254. § See p. 21, *et seq.*

‖ It had long been a favourite idea with Captain Foley, which he had

Rear-Admiral Nelson, on his departure for Naples, left Captain Foley to assist Captain Hood in guarding the coast of Egypt. On the 25th August the boats of the Goliath, commanded by Lieutenant W. Debusk, attacked and carried a French armed ketch, anchored under the guns of the castle of Aboukir: the business was ably conducted, and gallantly performed. She proved to be la Torride, mounting three long 18-pounders, four swivels, and well appointed in small arms, with a crew of 70 men, 3 of whom were killed; and her commander M. Bedar, with 10 of his men, badly wounded. In the attack, Lieutenant Debusk and 1 man were wounded. On the 30th of the same month, the Goliath sailed for the coast of Italy to rejoin Sir Horatio Nelson, and was subsequently employed at the blockade of Malta.

Towards the latter end of 1799, Captain Foley returned to England; and in the following year we find him commanding the Elephant of 74 guns, attached to the Channel fleet. On this service he continued to be employed until the spring of 1801, when he was ordered to the Cattegat, to join his old Commander Sir Hyde Parker, who had proceeded thither with a powerful armament, in order to counteract the hostile designs of the Northern powers. The Elephant joined the fleet on the 23th March, and soon after received the flag of Lord Nelson, to whom had been delegated the important task of reducing the Danes to submission. The loss she sustained in the ensuing battle off Copenhagen, amounted to 10 killed and 13 wounded *.

mentioned on the preceding evening to Captains Troubridge and Hood, that a considerable advantage would arise, if the enemy's fleet were found moored in line-of-battle in with the land, to lead between them and the shore, as the French guns on that side were not likely to be manned, or to be ready for action. The original plan of attack which Sir Horatio Nelson had intended to have adopted, if Captain Foley had not judged it expedient to lead within the French line, was to have kept entirely on its outer side; and to have stationed his ships, as far as he was able, one on the outer bow and another on the outer quarter of each of the enemy. For an account of the battle of the Nile, see p. 180, *et seq.*

* Towards the close of 1800, the scheme of an armed neutrality, or rather of a maritime confederacy, to annul the marine code maintained by Great Britain, was entered into by Russia, Denmark, Sweden, and Prussia. This coalition occupied the serious attention of the British ministry; and

Captain Foley continued on the Baltic station until the month of August, 1801, when he returned to England in com-

on the 14th Jan. 1801, an embargo was laid on all the ships in English ports, belonging to any of the confederated powers, Prussia excepted. With the latter a negotiation was for some time carried on, with the hope of prevailing on her to abandon the league; but with so little effect, that in the month of March, the troops of that power entered Hanover, closed the navigation of the Elbe, Weser, and Ems, and laid the British shipping in those rivers under restraint. About the same time the Danish army took possesion of Hamburgh, for the alleged purpose of stopping the English trade to that port. Such a combination, under the influence of France, would soon have become formidable; and never did the British cabinet display more decision than in instantly preparing to crush it.

The fleet destined for this service, under the command of Sir Hyde Parker, left Yarmouth Roads on the 12th March: Mr. Vansittart sailed in it, the English government still hoping to obtain its end by negociation; but on that gentleman's arrival at Copenhagen he found the Danes in the highest degree hostile, and their state of preparation exceeding what our ministers had supposed possible. On the 30th the armament passed the Sound, and anchored near the island of Huen.

The British fleet had no sooner brought up, than the Commander-in-Chief, accompanied by Lord Nelson, and some other officers, proceeded in a light vessel to reconnoitre the harbour and channels. It was soon perceived that the unnecessary delay which had taken place outside the Sound had been of important advantage to the enemy, who had lined the northern edge of the shoals near the Crown batteries, and the front of the harbour and arsenal, with a formidable flotilla. The Trekroner battery appeared in particular to have been strengthened, and all the buoys of the northern end of the King's Channels had been removed.

The ensuing night was employed in ascertaining the Channels round the great shoal called the Middle Ground, and in laying down fresh buoys. On the next day, Sir Hyde Parker and Lord Nelson, attended as before, proceeded to the examination of the northern channel, and of the flotilla from the eastward. The Danish line of defence was formed in a direct line eastward from the Trekroner battery, and extended at least two miles along the coast of Amak: it was ascertained to consist of the hulls of seven line-of-battle ships with jury masts, two only being fully rigged, ten floating batteries, one bomb-ship rigged, and two or three smaller craft. On the Trekroner appeared to be nearly seventy guns; on the smaller battery, in shore, six or seven guns; and on the coast of Amak several batteries which were within a long range of the King's Channel. Off the harbour's mouth, which was to the westward of the Trekroner, were moored four line-of-battle ships and a frigate; two of the former, and the latter, were fully rigged. Their whole line of defence, from one extremity to the other, might embrace an extent of nearly four miles. A council of war was held in the afternoon, and the mode which might be advisable for the attack was

pany with Sir Charles M. Pole, who had succeeded Lord Nelson in the chief command of the fleet kept in that sea

considered: that from the eastward appeared to be preferred. Sir Hyde Parker, with sound discretion, and in a handsome manner, not only left every thing to Lord Nelson for this detached service, but gave him two more line-of-battle ships than he demanded. The night of the 31st was employed as the preceding, in ascertaining the course of the Upper Channel, a service which was conducted under Nelson's immediate directions.

On the forenoon of the 1st April, the whole fleet removed to an anchorage within two leagues of the town, off the N. W. end of the Middle Ground. Lord Nelson, accompanied by a few chosen friends, made his last observations during that morning on board the Amazon; and about one o'clock returning to the Elephant, he threw out the wished for signal, to weigh. The shout with which it was received throughout his division, consisting of seven 74's, three 64's, one ship of 54, and one of 50 guns, besides frigates, sloops, &c. &c., was heard to a considerable distance. The squadron then weighed and followed the Amazon frigate in succession through the narrow channel. The wind was light, but favourable, and not one accident occurred. About dark, the whole of the ships were at their anchorage off Draco Point, the headmost of the enemy's line not more than two miles distant. The small extent of the anchoring ground, caused the ships to be so much crowded, which the calmness of the evening increased, that had the Danes but taken due advantage of it by shells from mortar boats, or from Amak island, the greatest mischief might have ensued.

On board the Elephant, the night of the 1st April was an important one. As soon as the fleet had anchored, the gallant Nelson sat down to table with a large party of his comrades in arms. He was in the highest spirits, and drank to a leading wind, and to the success of the ensuing day. Captains Foley, Hardy, Freemantle, Riou, Inman, his Lordship's second in command, (Rear-Admiral Graves) and a few others to whom he was particularly attached, were of this interesting party; from which every man separated with feelings of admiration for their great leader, and with anxious impatience to follow him to the approaching battle. The remainder of the night was spent by Lord Nelson, assisted by Captains Foley and Riou, in arranging the order of battle, and drawing up those instructions that were to be issued to each ship on the succeeding day.

About seven A. M. of the 2d April, the signal was made for all Captains; the orders were delivered to each by eight o'clock; and a special command was given to Captain Riou, to act as circumstances might require. At half past nine the signal was given to weigh in succession; this was quickly obeyed by the Edgar, Captain Murray, who proceeded in a noble manner for the Channel. The Agamemnon, Captain Fancourt, was to follow, but she could not weather the shoal, and was obliged to anchor. The Polyphemus's signal was then made, and this change in the order of sailing most promptly executed by Captain Lawford. The Edgar was,

after the victory at Copenhagen. The Elephant was soon after put out of commission.

however, unsupported for a considerable time; when within range of the Provestein of 56 guns, she was fired at, but returned not a shot until she was nearly opposite to the number which was destined to her by the instructions; she then poured in her broadsides with great effect. The Polyphemus was followed by the Isis, Bellona, and Russel, commanded by the Captains Walker, Thompson, and Cuming: the former took her station most gallantly, and had the severest birth this day, of any ship, the Monarch alone excepted; but the Bellona and Russel, in going down the channel, kept too close on the starboard shoal, and ran aground; they were, however, within range of shot, and continued to fire with much spirit upon such of the enemy's ships as they could reach. The Elephant and the remainder of the line-of-battle ships, consisting of the Defiance, bearing the flag of Rear-Admiral Graves; Ganges, Captain Freemantle; Monarch, Captain Mosse; Ardent, Captain Bertie; and Glatton, Captain Nowell, got into the stations assigned to them without any accident.

The action began at five minutes past ten. In about half an hour afterwards, the first half of the British squadron was engaged, and before half past eleven the battle became general. The Elephant's station was in the centre, opposite to the Danish Commodore, who commanded in the Dannebrog, of 62 guns *. The Glatton was placed immediately astern of the Elephant; the Ganges, Monarch, and Defiance, a-head, the distance between each not exceeding half a cable. The judgment with which each ship calculated her station in that intricate channel was admirable throughout. The failure of the three ships that were aground, and whose force was to have been opposed to the Trekroner battery, left this day, as glorious for seamanship as for courage, incomplete. The gallant Riou, perceiving the blank in the original plan for the attack of the Crown battery, proceeded down the line with his squadron of frigates, and attempted, but in vain, to fulfil the duty of the absent ships of the line: his force was unequal to it, and the general signal of recal, which was made about one P. M. by Sir Hyde Parker, had the good effect at least of saving the ships under that officer's directions from destruction.

This remarkable signal was only acknowledged on board of the Elephant, not repeated. Rear-Admiral Graves did the latter, not being able to distinguish Lord Nelson's conduct on the occasion. About this time few if any of the enemy's heavy ships and praams had ceased to fire. The Isis had greatly suffered by the superior weight of the Provestein's fire; and if it had not been for the judicious diversion of it by the Désirée frigate,

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* Commodore Fischer afterwards shifted his broad pendant to the Holstein, and subsequently, about two o'clock, to the battery of the Three Crowns.

Towards the latter end of the year 1803, Captain Foley had the misfortune to lose his brother; an event which we are

Captain Inman, who raked her, and for other assistance from the Polyphemus, the Isis would have been destroyed. Both her and the Bellona had received serious injury by the bursting of some of their guns. The Monarch was also suffering severely under the united fire of the Zealand, 74, and Holstein, 60; and only two of the English bombs could get to their station on the Middle Ground, and open their mortars on the arsenal, directing their shells over both fleets. The gun-brigs, impeded by currents, could not, with the exception of one, come into action. The division under Sir Hyde Parker could only menace the entrance of the harbour. The Elephant was warmly engaged by the Dannebrog, and by two heavy praams on her bow and quarter. Signals of distress were flying on board the Bellona and Russell, and of inability from the Agamemnon. In short, the contest in general, although from the relaxed state of the enemy's fire, it might not have given room for much apprehension as to the result, had certainly, at this juncture, not declared itself in favour of either side.

Either by a fortunate accident, or intentionally, the signal for close action was not displaced on board the Elephant; and at about 2 P. M. the greater part of the Danish line had ceased to fire: some of the lighter ships were adrift, and the carnage on board of the enemy, who reinforced their crews from the shore, was dreadful. The taking possession of such ships as had struck, was however attended with difficulty; partly by reason of the batteries on Amak island protecting them, and partly because an irregular fire was made on the boats, as they approached, from the ships themselves. The Dannebrog acted in this manner, and fired at the Elephant's boat, although she had struck, and was on fire. A renewed attack on her by the Elephant and Glatton, for a quarter of an hour, not only completely silenced and disabled the Dannebrog, but by the use of grape, nearly killed every man who was in the praams, a-head and a-stern of that unfortunate ship. On the smoke clearing away, she was observed to be drifting in flames before the wind, and about half-past three she blew up.

After the Dannebrog was adrift, and had ceased to fire, the action was found to be over, along the whole of the line a-stern of the Elephant; but not so with the ships a-head, and with the Crown batteries. Whether from ignorance of the custom of war, or from confusion on board the prizes, the English boats were, as before mentioned, repulsed from the ships themselves, or fired at from Amak island. Lord Nelson naturally lost temper at this, and observed, "That he must either send on shore and stop this irregular proceeding, or send in the fire ships and burn them." He accordingly retired into the stern gallery and wrote, with great dispatch, the following letter to the Crown Prince, with the address, *To the brothers of Englishmen, the brave Danes:* and in order to shew that no hurry had ensued upon the occasion, he sent for a candle to the cockpit, and affixed a larger seal than usual. "Vice-Admiral Lord Nelson has been commanded to spare Denmark, when she no longer resists. The line of defence which

induced to mention in order to introduce the following letter, which he received on the occasion from Lord Nelson, expres-

covered her shores has struck to the British flag. Let the firing cease then, that he may take possession of his prizes, or he will blow them into the air along with their crews who have so nobly defended them. The brave Danes are the brothers, and should never be the enemies of the English." This letter was conveyed on shore through the contending fleets by Captain Sir Frederick Thesiger, who acted as his Lordship's Aide-de-Camp; and who found the Prince near the Sally Port, animating his people in a most spirited manner.

While the boat was absent, the vigorous fire of the ships a-head of the Elephant, and the approach of three of Sir Hyde Parker's division, the Ramillies, Defence, and Veteran, caused the remainder of the enemy's line to the eastward of the Trekroner to strike. That formidable work continued its fire, but fortunately at too long a range to do serious damage to any one except the Monarch, whose loss in men, this day, exceeded that of any line-of-battle ship during the war. The firing from the Crown battery and from the leading ships of the British squadron did not cease until past three o'clock; when the Danish Adjutant-General, Lindholm, returning with a flag of truce, directed the fire of the battery to be suspended; and thus the action closed after five hours duration, four of which were warmly contested.

Previous to the boat's getting on board, Lord Nelson had taken the opinion of his valuable friends, Captains Freemantle and Foley, as to the practicability of advancing with the ships which were least damaged, upon that part of the Danish line of defence yet uninjured. Their opinions were averse from it; and, on the other hand, decidedly in favour of removing the ships, whilst the wind yet held fair, from their present critical situation.

In pursuance of this advice, and immediately on the departure of the Adjutant-General, whom Lord Nelson had referred to the Commander-in-Chief, then at anchor about four miles off, for a conference on the important points which the message he was charged with alluded to, the signal was made for the Glatton, Elephant, Ganges, Defiance, and Monarch, to weigh. The intricacy of the channel now shewed the great utility of what had been done; the Monarch, as first ship, immediately hit on a shoal, but was pushed over it by the Ganges taking her amidships. The Glatton went clear, but the Defiance and Elephant ran aground, leaving the Crown battery at about a mile distance; and there they remained fixed, the former until ten o'clock that night, and the latter until eight, notwithstanding every exertion which their fatigued crews could make to relieve them. Had there been no cessation of hostilities, their situation would certainly have been perilous.

The Elephant being aground, Lord Nelson followed the Danish officer to the London, where that negotiation first began, which terminated in an honourable peace. Lindholm returned to Copenhagen the same evening,

sive of the sincerity and warmth of his attachment;—"How little, my dear Foley, do we know who is to go first: Gracious God! I am sure to all appearance he was more likely to see us pass away, than we him. My dear Foley, I only desire that you will always charge yourself in reminding me of your nephew, in whatever station I may be; I should be most ungrateful, if I could for a moment forget your public support of me in the day of battle, or your private friendship, which I esteem most highly; therefore, as far as relates to you, your nephew, and myself, let this letter stand against me. I was glad to see that Freemantle had got his old ship again. If you are employed, I think the Mediterranean would suit you better than the Black Rocks, North Seas, or West Indies; and I shall be truly happy to have you near me, and to have frequent opportunities of personally assuring you how much I am, my dear Foley, your faithful and affectionate friend, NELSON and BRONTE."

In October 1807, our officer received the honourable appointment of a Colonelcy of Royal Marines; and on the 28th April in the following year, he was promoted to the rank of Rear-Admiral. In the spring of 1811, he succeeded the late Sir George Campbell as Commander-in-Chief in the Downs, which office he held during the remainder of the war. He

when it was agreed that all prizes should be surrendered, and the whole of the Danish wounded received on shore. Lord Nelson then repaired on board his permanent flag ship, the St. George, and the night was actively passed by the boats of the division which had not been engaged, in getting afloat the ships that were ashore, and in bringing out the prizes. The Desirée, towards the close of the action, in going to the aid of the Bellona, became fast on the same shoal; but neither these ships, nor the Russel, were in any danger from the enemy's batteries, as the world has frequently since been led to believe.

Previous to the convention of the 9th April, the whole of the Danish prisoners were sent on shore, and receipts had for 6,000 killed, wounded, and taken, on the 2d. The prizes which amounted to twelve ships mounting 482 guns, exclusive of the Dannebrog and two others burnt and sunk during the action, were all destroyed, excepting the Holstein: she was sent to England with wounded men. The measure of destroying the prizes was much regretted, but deemed necessary by the Commander-in-Chief, with a view to the ulterior active services of his fleet. The loss sustained by the British in this conflict amounted to 943 killed and wounded.

was advanced to the rank of Vice-Admiral, Aug. 12, 1812; nominated a K. C. B. Jan. 2, 1815; and received the insignia of a G. C. B., vacant by the death of the Hon. Sir W. Cornwallis, May 6, 1820.

Sir Thomas Foley received the gold medal for each of the two general actions in which he was engaged, prior to that off Copenhagen, *viz.* Feb. 14, 1797, and Aug. 1, 1798.

He married, July 31, 1802, Lady Lucy Anne Fitzgerald, fifth daughter of James, first Duke of Leinster, by Lady Emilia Lennox, daughter of Charles, second Duke of Richmond.

Residence.—Abermarlais Park, Landovery, Carmarthenshire.

SIR CHARLES TYLER,

Vice-Admiral of the Red; Knight Commander of the most honourable Military Order of the Bath.

This officer was made a Commander previous to the termination of the war with America, and appointed to the Queen, armed ship, of 20 guns. He afterwards commanded the Trimmer sloop, stationed at Milford for the suppression of smuggling. His post commission bears date Sept. 21, 1790.

Early in 1793, on the breaking out of the war with France, he obtained the command of the Meleager, of 32 guns, and served in that ship at Toulon, and the reduction of Corsica, where his services were so distinguished, that when la Minerve, a prize frigate of 40 guns, that had been sunk, was (chiefly by his exertions) weighed again, the command of her was given to him. She acquired the name of the St. Fiorenzo, from the town and fortress so denominated *. This took place about the month of March, 1794; and in the autumn of the same year, Captain Tyler was removed into the Diadem of 64 guns, which ship formed a part of Vice-Admiral Hotham's fleet, and was engaged in the partial action of March 14, 1795 †.

Soon after this event an instance occurred of an officer of

* See p. 250. † See p. 340.

the 11th regiment of foot, serving on board the Diadem, with part of the regiment embarked for marine duty, being brought to trial, for having behaved with contempt to Captain Tyler when in the execution of his duty. Lieutenant Gerald Fitzgerald, the officer alluded to, denied the legality of the court, and refused to make any defence. The court, composed of four Admirals and nine Post-Captains, overruled his objections to their competency to try him; and having proved the charge, Lieutenant Fitzgerald was adjudged to be dismissed from the King's service, and rendered incapable of ever serving his Majesty, his heirs and successors, in any military capacity *.

Having adverted to this occurrence merely for the purpose of pointing out an authority that may be consulted whenever a difference of opinion may arise between naval and military men, with respect to the extent of the authority with which

* The above-mentioned trial of Lieutenant Fitzgerald was the foundation of an additional article of war, signed by the King, to be annexed to the code for the army, in the latter end of 1795; on which H. R. H. the Duke of York, ordered certain regulations to be adopted for the government of soldiers under the said article, who might be *serving on board his Majesty's ships of war*. On these orders being communicated to Lieutenant-General Abercromby, and made public to the fleet at Portsmouth, by an order from the Board of Admiralty, enjoining the strictest attention to be paid thereto by the respective officers of the navy; the Admirals and Captains then present wrote a letter to their Lordships, expressing their utmost concern thereat, and giving their decided opinion, that the proposed regulations militated against the principles of the naval service, inasmuch as they appeared to them to be in direct contradiction to the statute for the government of the King's ships, vessels, and forces by sea, and must, if endeavoured to be carried into execution, inevitably cause the total destruction of the navy of this country. That by virtue of the said statute, all officers and soldiers serving on board his Majesty's ships, are amenable to a naval court martial, and that they could not imagine that any regulations made by H. R. H. the Duke of York, could have any authority in the fleet, more especially when they are at variance with an act of parliament.

In consequence of these strong representations, orders were received for the disembarkation of the troops in several ships, and for replacing them by Marines. The law therefore stands as heretofore; and by virtue of the statute above-mentioned, all officers and soldiers serving on board his Majesty's ships, are amenable to a naval court martial, for any offences specified in the naval articles of war. *See M'Arthur on Courts Martial*, 4th edit., vol. i, cap. 9, sect. 7, p. 202, *et seq.*

commanding officers in the navy appear to be vested, for punishing soldiers of every description, according to the rules and articles established for the discipline of the King's ships; or for trying officers or soldiers of his Majesty's land forces by naval courts martial, for any offences committed while serving on board vessels of war; we return to Captain Tyler, who, after the skirmish with the French fleet off Gourjon Bay, was entrusted with the command of a small squadron stationed in the Adriatic; and subsequently employed under the orders of Commodore Nelson, on the coast of Italy.

Our officer's next appointment was in 1796, to l'Aigle frigate, in which he cruized with considerable success, and captured several of the enemy's privateers; but in 1798, when conveying despatches to Sir Horatio Nelson, was wrecked near Tunis, and on that unfortunate occasion he lost all his personals, and had to sustain many severe privations and serious hardships.

Captain Tyler, on his return to England, obtained the command of the Warrior, 74, and served with the Channel fleet until the spring of 1801, at which period he accompanied the late Sir Hyde Parker on an expedition to the Baltic, where he continued till July; and during the remainder of the war was engaged in the blockade of Cadiz.

On the 20th Jan. 1802, a squadron, consisting of the Warrior, Bellona, Zealous, and Defence, under the orders of Captain Tyler, sailed from Gibraltar for the West Indies, to watch the motions of an armament despatched thither immediately after the suspension of hostilities. Our officer anchored at Port Royal, Jamaica, Feb. 15, and returned from thence to England in the month of July following.

On the renewal of hostilities against France, in 1803, Captain Tyler was appointed to the superintendence of a district of Sea Fencibles, and remained on that service until appointed to the Tonnant of 80 guns, about the commencement of the year 1805.

The Tonnant formed part of the British fleet in the glorious battle off Cape Trafalgar *, on which occasion she appears to have been very warmly engaged, having 26 men slain and 50,

* See p. 202, *et seq.*

including her Commander, wounded. Our officer was advanced to the rank of Rear-Admiral, April 23, 1808, and soon after hoisted his flag as second in command at Portsmouth.

He subsequently served under Sir Charles Cotton, off the Tagus, and was present at the surrender of the Russian Admiral Seniavin, Sept. 3, 1808, the first division of whose fleet he escorted from Lisbon to Spithead, where they arrived on the 6th of the following month.

In the autumn of 1812, Rear-Admiral Tyler was appointed Commander-in-Chief at the Cape of Good Hope, where he continued until relieved by Sir George Cockburn, in 1815. On the 2d Jan. in the latter year, he was nominated a K. C. B.

Sir Charles has been twice married: first to Miss Pike, of Portsmouth; and secondly to Miss Leach, of Pembroke, South Wales. His son, George, has recently been promoted to the rank of Post-Captain.

SIR MANLEY DIXON,

Vice-Admiral of the Red; and Knight Commander of the most honourable Military Order of the Bath.

At the latter end of the American war we find this officer commanding the Jamaica sloop, at the island of that name; and in 1783, the Tobago, a vessel of similar description, on the same station. He was promoted to the rank of Post-Captain, Nov. 22, 1790; and at the commencement of the contest with revolutionary France, appointed to the Porcupine of 24 guns, in which ship he cruized for some time on the coast of Ireland; and afterwards obtained the command of l'Espion, a fine frigate, employed in channel service during a period of about two years.

Captain Dixon's next appointment was to the Lion, a 64-gun ship, in which he proceeded to the Mediterranean; and on the 15th July, 1798, being off Carthagena, on his way to the coast of Egypt to reinforce Sir Horatio Nelson's squadron, he fell in with four large Spanish frigates. At the time the enemy were first discovered, the Lion was steering east, under a press of sail. Captain Dixon instantly resolved to bring them to action in the closest manner possible, and commu-

nicated the same to his officers and ship's company; which being received with the most cheering symptoms of satisfaction by all, he took in the studding-sails and cleared for action. The battle commenced with a heavy cannonade on both sides. The third frigate from the van having lost her fore-top-mast, Captain Dixon thought that by directing his attack against her he should secure a general action, supposing that the noble minded Spaniard would never leave a friend in distress: steering therefore for the crippled ship, which was now become the sternmost in the line of battle, the other three frigates tacked in succession, and passed the Lion within musket-shot; but as their line after tacking was by no means a close one, they each received a well-directed broadside from her; the good effect of which was very visible by their standing a considerable time on the same tack.

Captain Dixon still continued to pursue the same ship he had before made his principal object; which sailing nearly as well as the Lion, did much damage to her rigging by her stern chasers. The other three frigates made a second attempt to support her, but not so close as the former, and were each fully repaid by a destructive broadside. At length the Lion closed with the crippled ship, and after a warm action compelled her to strike, and she was taken possession of in the face of her consorts. She proved to be the Santa Dorothea, of 42 guns and 370 men, 52 of whom were either killed or wounded. The others were the Pomona, bearing a Commodore's broad pendant, the Santa Casilda, and Proserpine, of 42 guns and 350 men each. Seeing the fate of their companion, they made sail and escaped; the disabled state of the Lion preventing her from pursuing them. The manly and spirited conduct of Captain Dixon and those under his command, in and subsequent to the action, reflected on them great honour, and obtained the applause which they so justly merited. The Lion had only 2 men wounded.

Captain Dixon arrived in Aboukir Bay on the 26th of the following month, but found there only a few ships left by Sir Horatio Nelson to guard the coast, that officer having already ably executed the business on which he had visited the shores of Egypt.

In the course of the following year, the Lion captured two

French corvettes, one of 16 guns, the other of 10, conveying despatches from the Directory to Buonaparte. Captain Dixon was subsequently stationed off Malta, with a squadron of ships of war, in order to prevent succours from being thrown into the island, and to watch the motions of the French ships lying in the harbour of Valette.

About midnight, on the 30th March, 1800, the Penelope frigate, which had been ordered by Captain Dixon to keep close in shore for the purpose of watching the enemy more narrowly, discovered a line-of-battle ship under a crowd of sail, steering to the N. E. The necessary signals being immediately made, the squadron which was at anchor, cut or slipped their cables, and went in pursuit, guided solely by the cannonading of the Penelope. At day-break on the 31st, the Lion had arrived within gun-shot of the enemy, who appeared in great confusion, his main and mizen-top-masts and main-yard having been shot away by the Penelope, whose raking broadsides had been poured in with great effect during the night.

Steering between the British frigate and her crippled opponent, and so near to the latter that the yard-arms of the two ships barely passed clear, the Lion ranged up on the larboard side of the enemy, fired a destructive broadside of three round shot in each gun, and then luffing up across the bow, received the Frenchman's jib-boom between the main and mizen rigging. The combatants, however, remained entangled but a few minutes, and Captain Dixon, whose object it was to avoid either being boarded, or exposing himself to the more powerful broadside of the enemy, took a position on his bow which he maintained, and, aided occasionally by the Penelope, kept up a steady cannonade for about half an hour, when the Lion became unmanageable and dropped astern; still firing, however, as did also the frigate, whenever an opportunity presented itself.

In about fifty minutes after the commencement of the action, the Foudroyant of 88 guns came up under a press of canvas, and hailed the enemy to strike; which being declined, a furious combat ensued, the Lion and Penelope frequently doing great execution; and it was not until the French ship had become an unruly hulk, having lost all her masts, that her

colours were hauled down. She proved to be the Guillaume Tell of 86 guns, bearing the flag of Rear-Admiral Decrès, the only remaining ship of the French fleet which was in the action of Aug. 1st, 1798 *.

A more heroic defence than that of the Guillaume Tell is not to be found among the records of naval actions. Of her crew, which, according to Captain Dixon's official letter, amounted to 1000 men †, two hundred are represented to have been killed or wounded. The following appears to have been the loss sustained by each of the British ships engaged: Lion 8 killed 38 wounded; Foudroyant 8 killed 69 wounded; Penelope 1 killed 3 wounded. The Guillaume Tell was added to the British navy, and still appears on the list, under the name of the Malta.

Soon after the capture of that fine ship, Captain Dixon, who deserves the greatest credit for having so boldly approached her in a vessel so vastly inferior both in guns and men ‡, was removed into the Généreux of 74 guns, and continued to be employed in the blockade of Malta until the surrender of that island, on the 5th Sept. in the same year §. We subsequently find him stationed at Minorca, during the absence of Lord Keith on an expedition against the French in Egypt.

Our officer arrived at Portsmouth, from the Mediterranean, Aug. 13, 1802. On the renewal of hostilities in the following spring, he was appointed to the Sceptre of 74 guns, and in the ensuing year, to the Queen, 98, in which ship he joined the Channel fleet. On the 28th April, 1808, he was advanced to the rank of Rear-Admiral, and soon after appointed to a command in the Baltic, with his flag in the Temeraire, another second rate. Early in 1812, being nominated Commander-in-Chief at Brazil, he proceeded thither in the Montagne, 74, and continued on that station during the remainder of the war. He returned to Plymouth in the Valiant, July 8, 1815.

* See note at p. 183.

† A letter in Clarke and M'Arthur's Life of Lord Nelson augments the Guillaume Tell's crew to 1220 men; but her officers appear to have stated the number actually on board, at 919.

‡ The Lion had not more than 300 men on board at the time of the action.

§ See p. 281.

His promotion to the rank of Vice-Admiral took place Dec. 4, 1813; and on the 12th Aug., 1819, he was nominated a K. C. B.

Sir Manley has been twice married. His first lady died in 1810; she was taken ill while in the act of serving some friends at a dinner party, at Deal, and expired almost immediately. The present Lady Dixon is a daughter of Gabriel Jeffreys, of Swansea, Esq. His brother is a Major-General in the Royal Artillery.

GEORGE LOSACK, Esq.

Vice-Admiral of the Red.

This officer commanded the Termagant sloop, on the Leeward Island station, at the conclusion of the American war; and was promoted to the rank of Post-Captain, Nov. 22, 1790.

On the 12th April, 1796, he sailed for the Cape of Good Hope, in the Jupiter of 50 guns, and was present at the capture of the Dutch fleet in Saldanha Bay, in the month of Aug. following *.

Early in 1799, on the demise of Sir Hugh C. Christian, Captain Losack succeeded to the command of the squadron on that station, and continued to act as Commodore until the arrival of the late Sir Roger Curtis, who for a short time hoisted his flag in the Jupiter; and that ship being in a very leaky state, he determined, instead of sending her to the East Indies, where her repairs would have cost an immense sum, to make the experiment whether it was not possible to refit her at the Cape; she was accordingly hove down and put in perfect repair in Simon's Bay: thus was accomplished an object of considerable importance to the Navy, and which reflected high credit on all those concerned. The Cape of Good Hope had never *before* been used, either by the Dutch or British, as a place to repair at, nor was it supposed that a large ship could be hove down there.

* See p. 50.

The colony being restored to the Batavian government by the treaty of Amiens, Sir Roger Curtis, after its evacuation, returned to England in the Diomede, accompanied by the Jupiter, and some other ships of war. On entering the Channel he heard of the renewal of hostilities from an American, and soon after the squadron captured a French ship from the Mauritius, with a valuable cargo.

Captain Losack afterwards commanded the Prince George, of 98 guns, in the Channel fleet. He was advanced to the rank of Rear-Admiral, April 24, 1808; and became a Vice-Admiral, 4th Dec. 1813.

Our officer was married *on board* the Jupiter, when on the Cape station, and has had several children.

SIR THOMAS BERTIE,

(FORMERLY HOAR,)

Vice-Admiral of the Red; Knight Batchelor of the United Kingdom; and Knight Commander of the Swedish Order of the Sword.

This officer, the sixth child, and fourth son, of George Hoar, of London, formerly of Middleton Era, co. Durham, Esq., by Frances, daughter of William Sleigh, of Stockton-upon-Tees, Esq. was born July 3, 1758; and in March, 1781, was put upon the books of the William and Mary yacht. He first went to sea at the latter end of 1773, in the Seahorse frigate, commanded by the gallant Captain Farmer, who was afterwards killed in the Quebec, and went with that officer to the East Indies. It was in the Seahorse that Mr. Hoar first met, and became the messmate of the late Lord Nelson and Sir Thomas Troubridge, with whom he had the enviable fortune of enjoying the strictest intimacy, and an unbroken correspondence, till the respective periods when death deprived the country of their inestimable services.

On the 27th June 1777, Mr. Hoar was removed, by the desire of his patron, the late Lord Mulgrave, from the Seahorse to the Salisbury, bearing the broad pendant of Sir Edward Hughes, with whom he returned to England on the

14th May, in the following year. On the 21st of the same month, he was promoted to the rank of Lieutenant, and immediately appointed to the Monarch of 74 guns, Captain (afterwards Sir Joshua) Rowley.

Whilst belonging to this ship, Lieutenant Hoar introduced the life-buoy into the service. An experiment, much to the satisfaction of Captain R., his officers, and people, was first made of its utility, at Spithead; and it soon afterwards became general in the Channel fleet. On the 27th July, in the same year, the Monarch led the van division in the action between Keppel and d'Orvilliers, and had 2 men killed and 9 wounded*.

In the month of December following, when Captain Rowley hoisted a broad pendant on board the Suffolk, Lieutenant Hoar removed with him into that ship. On the 25th the Commodore sailed from Spithead with a squadron to reinforce Admiral Byron, in the West Indies, and joined that officer at St. Lucia, about the latter end of March, 1779.

In the action off Grenada, July 6, in the same year †, Mr. Hoar's friend, who had recently been promoted to the rank of Rear-Admiral, commanded the rear division of the British fleet; and the Suffolk appears to have been very warmly engaged, having sustained considerable damage, and a loss of 32 men killed and wounded. In the month of December following, the boats of that ship, under the orders of our officer, destroyed two of the enemy's vessels close to the shore of Martinique, in the execution of which service, although twice engaged with the militia of that island, only 1 man was killed on the part of the British.

In March, 1780, Lieutenant Hoar accompanied Admiral Rowley from the Suffolk into the Conqueror; which ship formed part of Sir George B. Rodney's fleet in the actions with de Guichen, April 17, and May 15 and 19 ‡. In these engagements, the conqueror had 18 men killed and 69 wounded.

In the ensuing month of July, Mr. Hoar became Flag-Lieutenant to Admiral Rowley, and continued to hold that ap-

* See note †, at p. 195.

† See Retired Captain Fanshawe.

‡ See note †, at p. 103, *et seq.*

pointment until Aug. 10, 1782, on which day he was made a Commander, into the Duc d'Estitac sloop. During the remainder of the war, we find him actively employed on a variety of services both on the coast of America and in the West Indies. He returned to England in the summer of 1783, and was soon after put out of commission.

On the 20th May, 1788, the subject of this memoir married Catherine Dorothy, daughter of Peregrine Bertie, of Low-Layton, Essex, Esq. (of the late Duke of Ancaster's family) whose name he assumed, and has since borne *alone*, agreeably to the will of that gentleman.

Captain Bertie was advanced to post rank, Nov. 22, 1790, and, at the same period, appointed to the Leda: that frigate, however, was soon after put out of commission, and he was not again called upon till the autumn of 1793, when he obtained the command of the Hindostan, a 54-gun ship, then at Spithead, under orders for the West Indies, where he arrived, after a long and tempestuous passage, in company with a squadron commanded by the present Admiral George Bowen, and a fleet of transports having on board several thousand troops, under the orders of Major-General White, destined to attack St. Domingo; nearly the whole of whom fell victims to the climate, without having been employed on any service of importance.

Captain Bertie was himself seized with the yellow fever, whilst commanding at Port-au-Prince, and he was obliged to apply to be surveyed. This accordingly took place at Cape Nichola Mole; and being invalided, he left the West Indies in an American ship, in the month of Oct. 1796.

On the 29th March, 1797, after he had recovered his health, he was appointed to the Braakel of 54 guns, stationed at Plymouth. In October following, he succeeded to the command of the Ardent, 64, vacant by the death of his old shipmate, Captain Burgess, who fell in the memorable battle off Camperdown.

It may here be proper to mention an improvement which our officer effected on the 42-pounder carronades, belonging to the Ardent's main-deck; particularly as it was afterwards generally adopted in all his Majesty's ships having that description of ordnance on board. Observing, when

he was first appointed to the Ardent, that the inclined plane of the carriage was in a contrary direction to what he conceived it ought to be—being *within-board* instead of *without*—Captain Bertie communicated his ideas on the subject to the Board of Ordnance; and in a correspondence which ensued, he had the satisfaction of convincing the heads of that department of the utility of his proposed alteration. Orders were consequently given for fitting up the carronades according to his directions. The alteration consisted simply in depressing the chock two inches. This not only imparted to the gun the good property of being worked, and run out, with a smaller number of men, but it also checked the recoil, and necessarily added to the force of the shot.

The Ardent was employed under Lord Duncan, in the blockade of the Texel fleet, until the expedition to Holland took place in August, 1799. Captain Bertie then received orders to place himself under the command of Vice-Admiral Mitchell; who, on the 30th of that month (a landing having been made good on the 27th, and the Helder obtained possession of) passed, with his squadron, through the Nieuve Diep, up to the Vlieter, near to which the Dutch fleet, consisting of eight sail of the line and four frigates, commanded by Admiral Storey, were lying at anchor. The enemy were allowed one hour's deliberation, to fight or to surrender; and the latter having been agreed to, in consequence of the disaffection reigning amongst the Dutch seamen, Captain Bertie was ordered to take possession of the Admiral de Ruyter, of 68 guns, and afterwards to escort the whole of the prizes to the Nore, where he arrived on the 10th September.

In the following month, Captain Bertie assisted at the evacuation of the Texel. He afterwards, in common with the other officers of the fleet, received the thanks of Parliament, for his services in the above mentioned expedition.

In the autumn of 1800, the Ardent formed one of the squadron sent to the Sound under Vice-Admiral Dickson, for the purpose of giving weight to the mission of Lord Whitworth *. It was during this expedition, that the first trial was made of the late Sir Home Popham's telegraphic signals.

* The Ardent soon after formed one of the squadron under the

* See p. 348.

orders of Lord Nelson at the battle off Copenhagen, in which her commander particularly distinguished himself; compelling four of the Danish flotilla, one of which was the Jutland of 60 guns, to surrender. An account of this tremendous conflict will be found in our memoir of Sir Thomas Foley *. The Ardent received considerable damage, and sustained a loss of 29 men killed and 64 wounded, independent of about 40 others who, being able to continue at their duty, were not included in the report. For his services on this occasion, Captain Bertie again had the satisfaction of receiving the thanks of Parliament, and what was equally pleasing, the personal commendation of his heroic chief †.

On the 9th of the same month, the subject of this memoir was appointed by the Commander-in-Chief, Sir Hyde Parker, to the Bellona of 74 guns, in the room of Sir Thomas B. Thompson, who had lost a leg in the battle; and he continued in the Baltic under the orders of Lord Nelson, and his worthy successor Sir Charles M. Pole, until the 7th July following, when he left that station in company with the squadron sent home under Sir Thomas Graves, part of which were ordered north about to Cork, and from thence proceeded off Cadiz, where Captain Bertie remained, employed in the blockade of the Spanish fleet, till the termination of the war. The Bellona afterwards formed part of a squadron sent under the command of Captain (now Sir Charles) Tyler, to the West Indies, from whence our officer returned to England, June 24, 1802, and on the 6th of the following month his ship was put out of commission.

Hostilities again commenced in the spring of 1803; and on the 3d November, Captain Bertie was appointed to the Courageux of 74 guns, in which ship Rear-Admiral Dacres soon after hoisted his flag, and on the 4th Jan. 1804, sailed from St. Helen's accompanied by 170 sail of merchantmen bound to the West Indies. Four days after their departure, the wind which had hitherto been fair, shifted to the S. W. and between

* See p. 365.

† Early on the morning after the action, Lord Nelson went on board the Ardent, to thank her commander, officers, and people, for their conduct and exertions on the preceding day; a compliment which was returned with six cheers, on his Lordship leaving the ship.

the 15th and 28th it blew one of the most tremendous gales ever experienced, dispersing the convoy, and reducing the Courageux to a mere wreck, thereby compelling her to bear up for Plymouth, where she arrived with the remnant of her scattered charge on the 1st of February.

From some family distress, Captain Bertie was suddenly obliged, after the Courageux had been docked and nearly prepared for sea, to resign the command of her, and he remained without any other appointment until the latter end of Dec. 1805. He then obtained the command of the St. George, a second rate, attached to the Channel fleet, and continued in that ship until the general promotion of flag-officers, April 28, 1808, which included, and stopped with him.

Rear-Admiral Bertie was soon after appointed to a command in the Baltic, under Sir James Saumarez. He accordingly proceeded thither in the Rosamond sloop, and on his arrival off Helsinburgh, hoisted his flag in the Orion of 74 guns, from which ship it was afterwards shifted, first into the Vanguard, 74, and then into the Dictator, 64: he returned to Yarmouth roads, Jan. 6th, 1809, having been driven from his station in the Sound, by the sudden appearance of the ice, and its great solidity, on the last day of the preceding year.

On the 20th March, the Rear-Admiral again sailed for the Baltic, in the Stately, another 64-gun ship; and immediately on his arrival resumed his former occupation, namely, that of blockading the island of Zealand, and affording protection to the coast of Scania, and to the British and Swedish convoys passing through the Malmoe Channel, in doing which he had repeated skirmishes with the Danish batteries and armed vessels.

From the heavy gales of wind which began to set in about the 12th Dec. 1809, Rear-Admiral Bertie found it advisable to quit his anchorage off Hoganis, nearly at the entrance of the Sound, and proceed with the ships under his command to Gottenburgh, where he received orders from Admiral Dickson to return to England express.

On the 19th Feb. 1810, finding his health to be in a very impaired state, our officer was obliged to strike his flag, and come on shore. Since that period, we believe, he has not been employed.

In the month of June, 1813, Rear-Admiral Bertie received the honor of knighthood, and the royal license and permission to accept and wear the insignia of a Knight Commander of the Order of the Sword, which the late King of Sweden had been pleased to confer upon him, in testimony of his merits and services. He was advanced to the rank of Vice-Admiral, Dec. 4th, in the same year.

ISAAC GEORGE MANLEY, Esq.

Vice-Admiral of the Red; and Doctor of the Civil Law.

This officer obtained post rank, Nov. 22, 1790. In 1796, he commanded the Apollo, a new frigate of 38 guns, stationed on the Irish coast, where, in company with the Doris, he captured la Legere, French corvette, of 22 guns. He was advanced to the rank of Rear-Admiral, Oct. 25, 1809. In the following year, the University of Oxford conferred upon him the degree of D. C. L.; and on the 4th June, 1814, he was made a Vice-Admiral.

His eldest son, John Shaw Manley, Esq. married July 16, 1821, a daughter of Sir William Clayton, Bart. of Harleyford, co. Bucks.

Residence.—Braziers, Oxfordshire.

EDMUND CRAWLEY, Esq.

Vice-Admiral of the Red.

This officer commanded the Savage, of 14 guns, on the American station, at the close of the war with the colonies; and during the Spanish armament, the Wasp sloop, employed in the Channel. He was promoted to the rank of Post-Captain, Nov. 22, 1790; and about the latter end of the year 1795, appointed to the Lion, of 64 guns, in which ship he went to the West Indies. On his return from thence, he was stationed in the North Sea. His commission as Rear-Admiral, bears date Oct. 25, 1809. On the 4th June, 1814, he was advanced to the rank of Vice-Admiral.

SIR THOMAS WILLIAMS,

Vice-Admiral of the Red; Knight Commander of the most honorable Military Order of the Bath: Groom of the Bed-chamber to H. R. H. the Duke of Sussex; and a Vice-President of the Naval Charitable Society.

This officer, when first Lieutenant of the Assurance, a 44-gun ship, stationed on the coast of America during the war with the colonies, his Captain being at sick quarters, was ordered on a cruize, and in a very short period took several prizes of considerable value. On his return to port, he was promoted by the late Hon. Admiral Digby into the Rhinoceros, stationed as a guard-ship at the mouth of the North river. From that period we find no farther mention of him until the Spanish armament in 1790, when he commanded the Otter sloop, employed in the Channel. On the 22d Nov. in the same year, he obtained post rank; and at the commencement of the war with the French Republic, was appointed to the Lizard of 28 guns, in which ship he captured several of the enemy's privateers.

From the Lizard, Captain Williams was removed into the Dædalus frigate, and thence to the Unicorn, mounting 38 guns. The former was stationed in the North Sea. In the latter he cruized principally on the coast of Ireland.

On the 30th Aug. 1795, the Unicorn captured the Comet Dutch brig of war, mounting 18 guns. The day before, in company with the Diana and Seahorse, she had also taken an East Indiaman and a South Sea whaler, both of whom had been convoyed from the Cape of Good Hope by the Comet.

At day-break on the morning of the 8th June, 1796, Captain Williams being on a cruize to the westward of Scilly, in company with the Santa Margaritta frigate, gave chase to two large French frigates and a corvette. At 4 P. M. the sternmost ship, finding it impossible to escape, bore round up to rake the Santa Margaritta, in which he was foiled by a skilful manœuvre of her Commander, who laid his ship most

ably alongside the enemy, and in less than twenty minutes compelled him to strike *.

The other frigate seeing the fate of her companion, endeavoured to obtain the weather-gage of the Unicorn; but by the judicious and seamanlike conduct of Captain Williams, his attempt proved unsuccessful. The parity of sailing in the two ships was such, that a running fight was kept up for ten hours, when our officer had the good fortune to close with his antagonist; a sharp contest ensued, and continued with great impetuosity for 35 minutes, when, on the smoke clearing away, the enemy was observed to have dropped on the Unicorn's quarter, with the intention to cross her stern, and gain the wind; this manœuvre of the Frenchman's was most skilfully defeated, by Captain Williams instantly throwing his sails aback, by which means the ship gathered stern way, passed the enemy's bow, and resumed her former position. The action was now renewed with fresh vigour; but it lasted only a few minutes, when, after much bravery and good seamanship had been displayed on both sides, the enemy's ship, having her mizen-mast alone standing, surrendered. She proved to be la Tribune, commanded by Commodore Moulson, pierced for 48 guns, but only 44 mounted, and 339 men, 37 of whom were killed, and 15, including the Commodore, wounded. The Unicorn's complement of 251 men, was considerably weakened by the absence of a Lieutenant, and several of her best seamen, in a prize recently captured; the total number of her crew in this action may therefore be fairly stated as not exceeding 240, of whom not a man was hurt.

Soon after his return to port, Captain Williams received the honor of knighthood, as a reward for his gallant conduct. On the 7th Jan, 1797, he assisted at the capture of la Ville de l'Orient frigate, armed *en flute*, employed in the conveyance of troops, and having on board 400 hussars.

In the month of June following, Sir Thomas Williams sat as a member of the Court-Martial appointed to try Parker and the other mutineers belonging to the North Sea fleet †.

* See Vice-Admiral Sir THOMAS BYAM MARTIN.

† For some interesting particulars respecting the mutiny at the Nore, see note at p. 160, *et seq.*

About the same period he was appointed to the command of the Endymion, a frigate of the largest class, stationed in the North Sea. On the 13th Oct. following, he made a spirited attack upon the Brutus, a Dutch line-of-battle ship, bearing the flag of a Rear-Admiral, who had escaped from the battle off Camperdown, and was then lying at anchor with some small vessels, near the heights of Hinder, in six fathoms water; but the Endymion being unsupported, of course nothing decisive could be effected. In the course of the ensuing night Sir Thomas Williams, having been joined by the Beaulieu frigate, again stood in shore, and on the following morning discovered the Brutus at anchor near Goree Gatt. At six o'clock the Dutch Rear-Admiral, not thinking himself safe in that position, with two frigates opposed to him, again weighed, and sought refuge in the Maese; and soon after the British Commanders, being frustrated in their object, hauled their wind, and stood off. The Endymion's casualties were confined to the loss of her fore-top-gallant-yard, and some trifling injury in her sails and rigging.

We next find Sir Thomas Williams commanding a squadron of frigates, stationed at the entrance of St. George's Channel. On the 21st June, 1798, he co-operated with the King's troops in their attack upon Wexford, and destroyed about one hundred large boats and vessels, which the rebels had collected for their escape. On this occasion two of the insurgent chiefs, Hay and Roche, were taken prisoners.

The Endymion was afterwards employed in occasional trips to Lisbon and the Mediterranean, during which she captured several privateers and armed vessels belonging to the enemy, one of which, a new ship pierced for 20 guns, had on board a valuable cargo for the Isle of France *.

In the spring of 1801, Sir Thomas was removed into the Vanguard, of 74 guns; and after the battle off Copenhagen, sailed to reinforce the fleet in the Baltic, from whence he returned with Sir Charles M. Pole in the ensuing autumn, and was subsequently employed under that officer in the blockade

* In the list of captures made by Sir Thomas Williams in the Unicorn and Endymion, are fifteen privateers, &c. of different sizes, mounting on the whole 150 guns, and carrying about 900 men.

of Cadiz, on which service he remained until the termination of hostilities.

Some time after the renewal of the war, 1803, we find him in the Neptune, of 98 guns, employed in the blockade of Ferrol. In 1808, he accompanied Sir John T. Duckworth to the West Indies in pursuit of a French squadron; and on the 28th April in the same year, he received the honorable appointment of a Colonel of Royal Marines.

Sir Thomas Williams continued in the Neptune until the grand promotion that took place Oct. 25, 1809, the day on which his late Majesty entered into the fiftieth year of his reign: he was then advanced to the rank of Rear-Admiral; and between that period and the autumn of 1811, hoisted his flag successively in the North Sea, at Lisbon, and in the Channel fleet.

About the month of Oct. in the last-mentioned year, our officer was appointed Commander-in-Chief at the Nore, on which station he continued during the customary period of three years. He was made a Vice-Admiral, June 4, 1814; and on the 2d Jan. 1815, nominated a K. C. B.

Sir Thomas Williams married, 1800, Miss Whapshare, of Salisbury.

Residence.—Cobham, Surrey.

SIR THOMAS BOULDEN THOMPSON,

Baronet; Vice-Admiral of the Red; Knight Grand Cross of the most honorable Military Order of the Bath; Treasurer of Greenwich Hospital; a Director of the Chest; and a Visitor of the West India Naval School.

THE subject of this memoir was born at Barham, co. Kent, Feb. 28, 1768. His father, Mr. Boulden, married the sister of the late Commodore Edward Thompson, an officer of very distinguished eminence, and a gentleman extensively known both in the polite and literary world.

In the month of June, 1778, Mr. Thomas Boulden's uncle, by whom he had been tutored from his infancy, was appointed to the command of the Hyæna frigate; and at the

same time his nephew, assuming the name of Thompson, and having previously been borne on the books of a King's ship, entered into active service on board of the same vessel, which was mostly employed on the home station until January 1780, when she accompanied the fleet under Sir George B. Rodney to the relief of Gibraltar, from whence she returned to England with the duplicates of that officer's despatches relative to the capture of a Spanish convoy, and the subsequent defeat of Don Juan de Langara *.

In the following year we find Mr. Thompson serving in the West Indies, on which station he obtained a Lieutenancy; and being entrusted with the command of a small schooner, distinguished himself by capturing a French privateer of very superior force.

Some time after the termination of the colonial war, our officer joined the Grampus, of 50 guns, bearing the broad pendant of his uncle, who had been nominated to the chief command on the coast of Africa; and on the death of Commodore Thompson in 1786, he was promoted by his successor to the command of the Nautilus sloop, in which he continued about twelve months, when he returned to England and was paid off. His post commission bears date Nov. 22, 1790.

From this period we find no mention of the subject of this memoir until his appointment to the Leander, rated at 50, but mounting 60 guns, at the latter end of 1796. In that vessel he joined the Mediterranean fleet, then under the orders of Earl St. Vincent; and shortly after his arrival at Gibraltar was selected to accompany Sir Horatio Nelson on an expedition against Santa Cruz, in the attempt upon which place he was among the wounded †.

* See note †, at p. 3.

† The rumoured arrival at Santa Cruz, in the island of Teneriffe, of the Viceroy of Mexico, with some treasure ships from South America bound to Cadiz, and the represented vulnerability of that town to a well-conducted attack by sea, induced Earl St. Vincent to attempt the enterprize; and he accordingly detached upon that service a squadron under the command of Rear-Admiral Nelson, consisting of the Theseus, Culloden, and Zealous, 74's; Seahorse, Emerald, and Terpsichore, frigates; Fox, cutter; and one mortar-boat; to which was afterwards added the Leander, the local knowledge of whose Captain was chiefly relied upon by the Commander-

After this affair, Captain Thompson returned to Gibraltar, on which station he remained till the month of June 1798,

in-Chief, as appears from the following extract of a letter written by the noble Earl to Sir Horatio Nelson:

"My dear Admiral,

"If I obtain a reinforcement of four ships of the line, as I have reason to believe I shall, from the strong manner I put the necessity of the measure in my public letter to Nepean, and private correspondence with Lord Spencer, I will detach you with the Theseus, Culloden, Zealous, Leander, Emerald, and Andromache, with orders to attempt the surprise of Santa Cruz, in the Grand Canary. Terpsichore Bowen shall also be of the party; but I rely chiefly on the local knowledge of Captain Thompson of the Leander. Turn this in your mind; for the moment the expected ships arrive, I will dash you off."

The plan of attack was, that the boats should land in the night, between the fort on the N. E. side of Santa Cruz bay and the town, make themselves masters of that fort, and then send a summons to the Governor. By midnight, on the 20th July 1797, the three frigates, cutter, and mortar-boat, having the party of seamen and marines on board which was intended for this debarkation, approached within three miles of the place; but owing to a gale of wind in the offing, and a strong current against them in shore, they were not able to approach within a mile of the landing place before day-break; and then being seen, their intention was discovered. It was now resolved, that an attempt should be made to get possession of the heights above the fort. The men were accordingly landed under the orders of Captain Troubridge; each Captain, under his direction, commanding the detachment of seamen from his own ship, and Captain Oldfield of the marines the entire detachment from that corps, he being the senior marine officer present; the line-of-battle ships stood in at the same time to batter the fort, for the purpose of distracting the attention of the garrison: circumstances, however, prevented them from getting within a league of the shore; and the heights were by this time so secured, and manned with such a force, as to be judged impracticable. Thus foiled in his plans by wind and tide, Sir Horatio Nelson still considered it a point of honour that some attempt should be made. This was on the 22d July: he re-embarked his men that night, got the ships, on the 24th, the day on which he was joined by the Leander, to anchor about two miles N. E. of the town, and made shew as if he intended to attack the heights. At eleven P. M. the boats of the squadron, containing about 700 seamen and marines, with 180 on board the Fox cutter, and from 70 to 80 in a boat which had been taken the day before; numbering, with a small detachment of royal artillery, under Lieutenant Baynes of that corps, about 1100 men, commanded by the Rear-Admiral in person, proceeded in six divisions towards the town. They were to land on the mole, and thence hasten as fast as possible into the Great Square; then form, and proceed as should be found expedient.

when he was ordered to the Mediterranean to reinforce Rear-Admiral Nelson, who was at that time watching the port of

They were not discovered till about 1h 30′ A. M., when, being within half gun-shot of the landing place, Sir Horatio directed the boats to cast off from each other, give a huzza, and push for the shore. But the Spaniards were excellently well prepared; the alarm-bells answered the huzza, and a tremendous fire from 30 or 40 pieces of cannon, with musketry from one end of the town to the other, opened upon the invaders. The Fox received a shot under water, and instantly sunk, by which unfortunate circumstance Lieutenant Gibson, her commander, and 96 of the brave fellows that were on board, met a watery grave. Another shot struck the Rear-Admiral on the right elbow, just as he was drawing his sword, and in the act of stepping out of his barge. Nothing, however, could check the intrepidity with which the assailants advanced.

The night was exceedingly dark; most of the boats missed the mole, and went on shore through a raging surf, which stove all to the left of it. The Captains Thompson, Freemantle, and Bowen, and four or five other boats, found the mole, and instantly stormed and carried it, defended as it was by about 400 men, and six 24-pounders. Having spiked these, they were about to advance, when a heavy fire of musketry and grape-shot from the citadel and the houses at the mole-head, mowed them down by scores. Here the gallant Captain Richard Bowen, of the Terpsichore, met a glorious death; and here, indeed, fell nearly the whole of the party, by death or wounds.

Meanwhile Captain Troubridge, of the Culloden, having missed the mole in the darkness, pushed on shore under a battery, close to the south end of the citadel. Captain Waller, of the Emerald, and two or three other boats, landed at the same time. The surf was so high, that many others put back; and all that did not were instantly swamped, and most of the ammunition in the men's pouches was wetted. Having collected a few men, they pushed on to the Great Square, hoping there to find the Rear-Admiral, and the rest of their party. The ladders were all lost, so that they could make no immediate attempt on the citadel; but they sent a Serjeant, with two of the town's people, to summon it; this messenger never returned; and Captain Troubridge having waited about an hour in painful expectation of his friends, marched to join Captains Hood and Miller, of the Zealous and Theseus, who had effected their landing to the S. W. They then endeavoured to procure some intelligence of Sir Horatio Nelson and the rest of the officers, but without success. By day-break they had gathered together about 80 marines, 80 seamen, armed with pikes, and 180 with small-arms; all that survived of those who had made good their landing. They obtained some ammunition from the prisoners whom they had taken, and marched on, to try what could be done at the citadel without ladders. They found all the streets commanded by field-pieces, and several thousand Spaniards, with about 100 French, under

Toulon, and whom he accompanied in pursuit of the armament that had been equipped there, destined to the coast of Egypt.

For a full and circumstantial account of the glorious battle of the Nile, on the 1st August following, we must refer the reader to our memoirs of Sir James Saumarez *, and Sir Ben. Hallowell. Instead therefore of entering into detail, we shall

arms, approaching by every avenue. Finding himself without provisions, the powder wet, and no possibility of obtaining assistance from the ships, the boats being lost, Captain Troubridge, with great presence of mind, sent Captain Hood with a flag of truce to the Governor, Don Juan Antonio Gutierrez, to say he was prepared to burn the town, and would instantly set fire to it if the Spaniards approached one inch nearer: this, however, if he were compelled, he should do with regret, for he had no wish to injure the inhabitants: and he was ready to treat upon these terms—that the British should re-embark, with all their arms of every kind, and take their own boats, if they were saved, or be provided with such others as might be wanting: they, on their part, engaging that the squadron should not molest the town, nor any of the Canary Islands: all prisoners on both sides to be given up. When this proposition was made, the Governor said, that the English, situated as they were, ought to surrender as prisoners of war: but Captain Hood replied, he was instructed to declare, that if the terms were not accepted in five minutes, Captain Troubridge would set the town on fire, and attack the Spaniards at the point of the bayonet. Satisfied with his success, which was indeed sufficiently complete, and respecting like a brave and honorable man, the gallantry of his enemy, the Spaniard not only acceded to the proposal, but gave directions for the wounded British to be received into the hospitals, and the whole party to be supplied with the best provisions that could be procured; at the same time granting permission for the ships to send on shore, and purchase whatever refreshments they were in want of during the time they might be off the island.

Sir Horatio Nelson, who had by this time undergone the amputation of his arm, on hearing the noble and generous conduct of Don Juan A. Gutierrez, wrote to thank him for the humanity which he had displayed. Presents were interchanged between them. The Rear-Admiral offered to take charge of the Spaniard's despatches; and thus actually became the first messenger to Spain of his own defeat.

The loss sustained by the British on this unfortunate expedition was rather considerable: besides Captain Bowen, by whose death the service lost a commander of infinite merit, many other excellent and valuable officers were to be regretted. The whole amounted to 44 killed, 97 drowned, 105 wounded, and 5 missing.

* See p. 180, *et seq.*

simply offer a few brief observations, relating more immediately to Captain Thompson.

The Leander, though but a 50-gun ship, was stationed in the line of battle. Her commander bore up to the Culloden on seeing her take the ground, that he might afford any assistance in his power to get that vessel off from her unfortunate situation; but finding that nothing could be done, and unwilling that his services should be lost where they could be more effective, he made sail for the scene of action, and took his station with great judgment athwart hawse of le Franklin, of 80 guns, raking her with great success, the shot from the Leander's broadside, which passed that ship, all striking the l'Orient, bearing the flag of the French Commander-in-Chief. This station Captain Thompson preserved until le Franklin struck her colours to the Defence, Swiftsure, and Leander; he then went to the assistance of the British ships still engaged with the rear of the enemy.

On the 5th Aug., Captain Thompson sailed with Captain (now Sir Edward) Berry, of the Vanguard, as the bearer of Rear-Admiral Nelson's despatches to the Commander-in Chief. On the 18th, being off the west end of Goza, near the island of Candia, at day-break in the morning, he discovered a ship of the line in the S. E., standing towards him with a fine breeze. The Leander being above eighty men short of complement, and having had 14 wounded in the late battle, Captain Thompson did not consider himself justified in seeking an action with a ship so much his superior; he therefore took every means in his power to avoid it, but soon found that the Leander's inferiority in sailing made it inevitable; he therefore, with all sail set, steered a course which he judged would enable him to receive his adversary to the best advantage. At 8 o'clock the stranger, being to windward, had approached within random shot of the Leander, with Neapolitan colours hoisted, which he then changed to Turkish; but this deception was of no avail, as Captain Thompson plainly made him out to be French. At nine, being within half gun-shot of the Leander's weather quarter, Captain Thompson hauled up sufficiently to bring the broadside to bear, and immediately commenced a vigorous cannonade on him, which he instantly returned. The ships continued

nearing each other until half past ten, keeping up a constant and heavy fire. At this time the enemy availed himself of the disabled condition of the Leander to lay her on board on the larboard bow; but a most spirited and well-directed fire from the small party of marines on the poop, and from the quarter-deck, supported by a furious cannonade, prevented the enemy from taking advantage of his situation, and he was repulsed with much slaughter. A light breeze giving the ships way, enabled Captain Thompson to steer clear of the enemy; and soon afterwards he had the satisfaction to luff under his stern, and passing him within ten yards, distinctly discharged every gun from the Leander into him.

The action was now continued without intermission, within pistol-shot, until 3h 30′ P. M., when the enemy, with a light breeze, for it had hitherto been almost calm, and the sea as smooth as glass, passed the Leander's bows and brought himself on her starboard side, where the guns had been nearly all disabled from the wreck of the spars which had fallen on that side. This producing a cessation of fire on her part, the enemy hailed to know if she had surrendered. The Leander was now totally ungovernable, being a complete wreck, not having a stick standing, but the shattered remains of the fore and main-masts, and the bowsprit, her hull cut to pieces, the decks full of killed and wounded, and perceiving the enemy, who had only lost his mizen-top-mast, approaching to place himself athwart her stern, Captain Thompson in this defenceless situation, without the most distant hope of success, and himself badly wounded, asked Captain Berry if he thought he could do more? who coinciding with him that further resistance was vain and impracticable, an answer was given in the affirmative, and the Leander was soon after taken possession of by le Généreux, of 78 guns, commanded by M. Lejoille, chef de division, who had escaped from the action of the 1st Aug., having on board 900 men, 100 of whom were killed and 188 wounded in the contest with the Leander, whose loss was also considerable, she having 35 killed and 57 wounded; a full third of her gallant crew.

No sooner did Captain Thompson and his officers arrive on board le Généreux, than they were plundered of every article belonging to them, save the clothes on their backs. They

expostulated in vain with the French Captain on this harsh treatment; and when they reminded him of the situation of the French officers made prisoners by Sir Horatio Nelson, in comparison with those now taken in the Leander, he coolly replied, "*I am sorry for it; but the fact is, that the French are expert at plunder.*" These friends to liberty and equality even carried their inhumanity to such an extreme, that at the very moment the surgeon of the Leander was performing the chirurgical operations, they robbed him of his instruments, and the wounds which Captain Thompson had received were nearly proving fatal by their forcibly withholding the attendance of that gentleman.

The court-martial which afterwards was assembled to examine the conduct of Captain Thompson, his officers and crew, declared, "that his gallant and almost unprecedented defence of the Leander against so superior a force as that of le Généreux, was deserving of every praise his country and the assembled court could give; and that his conduct, with that of the officers and men under his command, reflected not only the highest honor on himself and them, but on their country at large." The thanks of the court were also given to Captain Berry, who was present on the occasion, for the gallant and active zeal he had manifested. Upon the return of Captain Thompson to the shore from the Alexander, in which the court-martial had been held, he was saluted with three cheers by all the ships in harbour at Sheerness.

Soon after this period, Captain Thompson received the honor of knighthood, and a pension of 200*l.* per annum. In the following spring, 1799, he was appointed to the Bellona, of 74 guns, and joined the fleet under the command of Lord Bridport, off Brest. From this station he was sent to the Mediterranean, where the Bellona was attached to a flying squadron, under the command of Captain Markham, of the Centaur, and assisted in the capture of three frigates and two brigs from Jaffa, bound to Toulon. She returned to England in the autumn. In the course of the same year, Corfu was taken by the Russians and Turks; and the Leander being found there, the Emperor Paul ordered her to be restored to the British navy.

The Bellona continued on the Home station until the period

of the memorable Baltic expedition, which sailed from Yarmouth Roads, under the command of Sir Hyde Parker, March 12, 1801. The glorious victory off Copenhagen, which speedily followed, is already recorded in our memoir of Sir Thomas Foley, who commanded Lord Nelson's flag-ship on that occasion.

From the intricacy of the navigation, the Bellona grounded before she could enter into action; and by this unfortunate circumstance, Sir Thomas B. Thompson was prevented from taking so distinguished a part in the engagement as he would otherwise have done. But, though not on the spot which had been assigned her, she was highly serviceable. Being stationary, and within reach of the enemy's batteries, the loss she sustained was considerable. It amounted to 11 men killed and 63 wounded. Among the latter number was her commander, who had the misfortune to lose one of his legs in the action.

For his services on this occasion, Sir Thomas B. Thompson, in common with the rest of the officers of the fleet, received the thanks of both Houses of Parliament. His pension was increased to 500*l.* per annum *; and he was shortly after appointed to the Mary yacht, the command of which he retained for several years.

About the year 1806, our officer was nominated Comptroller of the Navy, which office he held till Feb. 1816, when he succeeded the late Sir John Colpoys, as Treasurer of the Royal Hospital at Greenwich; and about the same time was chosen a Director of the Chest, *vice* Lord Hood, deceased. He was created K. C. B. Jan. 2, 1815, and G. C. B. Sept. 14, 1822.

Sir Thomas B. Thompson sat several years in parliament as representative for the city of Rochester, his seat for which he vacated on receiving his last appointment. He married, Feb. 25th, 1799, Anne, eldest daughter of Robert Raikes, of the city of Gloucester, Esq., by whom he had several children.

A portrait of this officer, by G. Engleheart, was some years since exhibited at the Royal Academy.

Residence.—Hartsbourne, Manor-Place, co. Herts.

* According to the regulation of November 27, 1815, Sir Thomas's pension was augmented to 760*l.* per annum.

SIR WILLIAM HARGOOD,

Vice-Admiral of the Red; and Knight Commander of the most honorable Military Order of the Bath.

DURING the Spanish armament, in 1790, this officer commanded the Swallow sloop, stationed in the Channel. On the 22d Nov. in the same year, he was promoted to the rank of Post-Captain; and some time after appointed to the Hyæna, of 34 guns and 158 men, on the Jamaica station; in which ship he was captured, May 27, 1793, by the French frigate la Concorde, of 44 guns and 340 men.

In 1794, Captain Hargood commanded the Iris frigate, stationed in the North Sea. On the 14th Feb. in the following year, he sailed for the coast of Africa; and on his return from thence, was appointed to the Leopard, of 50 guns, stationed first on the coast of Portugal, and afterwards in the North Sea. He subsequently removed into the Nassau, of 64 guns, and after a short interval joined the Intrepid, of the same force, in which ship he proceeded to the East Indies, where he continued until after the termination of hostilities.

Towards the end of the year 1803, our officer obtained the command of the Belleisle, an 80-gun ship, forming part of the Mediterranean fleet under Lord Nelson, whom he accompanied to and from the West Indies, in pursuit of the combined squadrons of France and Spain *.

In the ever memorable battle of Trafalgar, the Belleisle was opposed to two of the enemy's ships, and lost all her masts about an hour after its commencement; notwithstanding this misfortune, Captain Hargood, by the dexterous use of his sweeps, brought her broadsides to bear on his antagonists, so as to keep an effective fire upon them during the remainder of the engagement. The loss sustained by the Belleisle on this glorious occasion, amounted to 33 killed and 93 wounded.

On the 14th Sept. 1806, the subject of this sketch being

* See Vice-Admiral Sir PULTENEY MALCOLM.

off Cape Henry, in company with the Bellona and Melampus, discovered a line-of-battle ship to leeward, under jury-masts, standing in for the Chesapeake, to which he immediately gave chase. On perceiving the British squadron, she bore up and ran on shore. Captain Hargood immediately sent boats, and took possession of her. She proved to be l'Impetueux, of 74 guns and 670 men, one of the squadron that had been cruizing under Rear-Admiral Villaumez, from whom she had separated during a heavy gale of wind, wherein she had lost all her masts, bowsprit, and rudder. The same day two suspicious vessels appearing in the offing, Captain Hargood gave directions for the prize to be set on fire, which was carried into effect, after removing her crew, by Captain Poyntz, of the Melampus.

At the general promotion, April 28, 1808, Captain Hargood was nominated to one of the vacant Colonelcies of Royal Marines; and about the same period he obtained the command of the Northumberland, of 74 guns. From that time until his advancement to the rank of Rear-Admiral, which took place July 31, 1810, our officer commanded a squadron stationed in the Adriatic.

Towards the latter end of 1810, Rear-Admiral Hargood hoisted his flag on board the Gladiator, at Portsmouth, and superintended the harbour duty at that place till the year 1813, when he was appointed to the command at Guernsey, Jersey, &c. He was promoted to the rank of Vice-Admiral, June 4, 1814; and, on the 2d Jan. following, created a K.C.B.

Sir William Hargood married, in May 1811, Maria, daughter of the late Thomas Somers Cocks, Esq., banker at Charing-cross, (and brother of the late Lord Somers,) by Anne, daughter of Alexander Thistlethwayte, of Southwick-place, Hants, Esq.

JOHN FERRIER, Esq.

Vice-Admiral of the Red.

This officer obtained the rank of Post-Captain, Nov. 22, 1790. In the spring of 1796, he was appointed to the command of the York, of 64 guns, in which ship he served on the Jamaica station during a period of five years. In the autumn of 1801, when Lord Nelson meditated an attack on Flushing, Captain Ferrier was employed under the orders of his Lordship, whose esteem he acquired, as will be seen by the following extract from a letter written by that Admiral to the Earl of St. Vincent, then first Lord of the Admiralty: "Captain Ferrier you do not know, therefore it becomes me to tell you, that his ship is in the very first order, and that he is a man of sense, and as steady as old Time himself; I am much pleased with his regularity and punctuality."

On the recommencement of hostilities, in 1803, Captain Ferrier was appointed to the Albion, of 74 guns, and proceeded in her to the East Indies. A few days after the discomfiture of the French Admiral Linois, by a fleet of deep-laden Indiamen, commanded by Captain Dance, that officer fortunately fell in with the Albion and Sceptre, in the Straits of Malacca; and Captain Dance having represented to Captain Ferrier the great national consequence of the Honorable Company's ships, he was induced to convoy them to St. Helena, where they arrived in safety June 9th, 1804.

Captain Ferrier was promoted to the rank of Rear-Admiral, July 31, 1810; and towards the latter end of that year was appointed to a command in the North Sea fleet. He accordingly hoisted his flag in the Bellerophon, of 74 guns, where it continued until the commencement of the year 1813, when he shifted it into the Scarborough, of the same force. He was made a Vice-Admiral on the 4th June, 1814.

VICE-ADMIRALS OF THE WHITE.

CHARLES STIRLING, Esq.

Senior Vice-Admiral of the White; and Fellow of the Royal Society.

Henry, the third son of David, Earl of Huntingdon, brother to King William the Lion, in 1165 assumed the name of Stirling, the place of his birth. That branch of the family from which Vice-Admiral Stirling is descended, was subsequently seated at Calder, in North Britain.

Sir Walter Stirling, Knt., a Captain R. N., married Dorothy, daughter of Charles Willing, of Philadelphia, Esq., and by that lady had issue, Walter, (who was created a Baronet, Nov. 4, 1800,) Lord of the Honour of Otford, co. Kent, a London banker, &c. &c.; and Charles, the subject of this memoir; who, after passing through the intervening ranks of the naval service, was promoted to that of Commander; and on the 6th Sept. 1781, being on a cruize off Charlestown in the Savage, of 14 guns and 125 men, fell in with and maintained a spirited action with the Congress, American privateer, of 20 guns, and 215 men. Captain Stirling did not surrender his ship until his mizen-mast was shot away, the main-mast tottering, several of the guns rendered useless, 8 men killed, himself, a Lieutenant, 3 Midshipmen, and 12 of the crew, wounded. The enemy's loss amounted to 11 men slain, and 30 wounded.

For his gallantry in the above action, our officer was made a Post-Captain, by commission, dated Jan. 15, 1783, and appointed to the Unicorn, of 20 guns, stationed in the West Indies. Some time after the commencement of the war with republican France, we find him commanding the Venus frigate, and subsequently the Jason, of 44 guns and 281 men, employed in the Channel, which latter frigate formed part of the expedition to Quiberon, under Sir John Borlase Warren, in the summer of 1795 *.

* See p. 169.

On the 11th Aug. 1797, the Jason assisted at the attack of several small armed vessels, which had taken shelter, with some merchantmen, under the guns of the fort at the entrance of the river Sable d'Olonne, one or two of which were sunk, and the fort considerably damaged. On the 27th, the squadron to which she was attached captured five vessels off the Garonne, and drove on shore le Petit Diable, national cutter, of 18 guns and 100 men, some of whom perished in their attempt to get on shore.

At 7 o'clock in the morning of the 29th June, 1798, Captain Stirling being on a cruize off the Saintes, in company with the Pique and Mermaid frigates, discovered and gave chace to a large French frigate; it was not till 11 at night that the Pique brought her to close action, which continued in a brisk running fight until 2 o'clock on the morning of the 30th, when, unfortunately, the main-top-mast of the Pique was shot away, and she dropt a-stern; at this instant the Jason came up, passed between the combatants, and opened her fire with great vigour; soon after both ships ran a-ground warmly engaged, that of the enemy completely dismasted. The Jason having only taken the ground forward, upon the rise of the tide, unavoidably swung round, with her stern close to the enemy's broadside, and became exposed to a raking fire, which did her considerable damage; Captain Stirling, however, got some of the aftermost guns to play upon her with such effect, that in a few minutes she struck. In the meantime, Captain Milne, of the Pique, eager to renew the combat, and not hearing himself hailed from the Jason, ran a-ground with such violence that his ship bilged, and it was found necessary to destroy her; upon which Captain Stirling directed her officers and crew to take possession of the prize, which with much difficulty, and by great perseverance and activity, they got afloat. She proved to be la Seine, from the Isle of France, bound to l'Orient, of 42 guns and 610 men, (including soldiers,) 170 of whom were killed, and 100 wounded. Captain Newman, in the Mermaid, although not able to arrive up in time to partake in the action, had the satisfaction by his seamanlike conduct to be instrumental in preserving the Jason from being wrecked. The latter ship had 1 Lieutenant, (Robotier,) and 6 men slain, and 12

wounded: among the latter was Captain Stirling. The Pique had 1 man killed, 1 drowned, and 6 wounded.

On the 11th Oct., in the same year, the Jason being in pursuit of a French convoy near Brest, struck upon a rock with such force, as to baffle every exertion of her officers and men to get her off; she in consequence soon filled: the crew got on shore, and surrendered themselves prisoners of war, excepting 6, whom Captain Stirling permitted to take a boat, by which means they effected their escape, and arrived safe at Plymouth on the 15th *.

In the month of Feb. 1799, our officer was appointed to the Pompée, of 80 guns, which ship he commanded in the battle off Algesiras, July 6, 1801. This action was not of the most fortunate stamp; but the failure was attributable to causes which no prudence could foresee, which no valour could control. Captain Stirling placed the Pompée with great judgment abreast of the inner ship of the enemy, bearing the Admiral's flag; and such was the effect of his fire, that she was nearly silenced, when a sudden flaw of wind broke the Pompée's sheer, and from that moment she was able to bring but very few of her guns to bear.

After this engagement, in which the Pompée sustained a loss of 15 men killed, and 69 wounded, the French ships were reinforced by a Spanish squadron of five sail of the line; notwithstanding which, and the crippled state of his own ships, the British Commander, Sir James Saumarez, resolved to pursue and attack the enemy. A glorious victory, in which Captain Stirling was prevented the honor of participating, in consequence of the damaged state of his ship, was the result of this determination †.

Subsequent to the above event, our officer was entrusted with the command of a squadron, employed in the blockade of Cadiz. The Pompée returned to England at the latter end of the same year, and was paid off at Plymouth in the month of Feb. 1802. A more honorable testimony of the

* During the time Captain Stirling commanded the Jason, he captured the following French privateers:—La Marie, 14 guns, 60 men; la Coureur, 24 guns, 150 men; la Bonne Citoyenne, 12 guns, 65 men; and l'Arrogante, 6 guns, number of men not known.

† See p. 187, *et seq.*

affection and esteem of a ship's company, was perhaps never shown than on this occasion. When the business of paying the crew was finished, a deputation came aft to Captain Stirling and his officers, to thank them for their attention during the three years they had been together, and to assure their late commander that had the Pompée been ordered to any part of the globe, they would have cheerfully gone. When Captain Stirling got into his barge to go on shore, they gave him three hearty cheers.

Soon after the renewal of the war, in 1803, the subject of this memoir was appointed Resident Commissioner at Jamaica, where he remained until advanced to the rank of Rear-Admiral, April 23, 1804.

In the summer of 1805, Rear-Admiral Stirling, with his flag in the Glory of 98 guns, assumed the command of the squadron stationed off Rochefort; from whence he was despatched by Admiral Cornwallis to reinforce Sir Robert Calder, then cruising to intercept the French and Spanish squadrons on their return from the West Indies. He formed a junction with the Vice-Admiral July 15; and on the 22d, an engagement took place between the hostile fleets, which ended in the capture of two Spanish line-of-battle ships. The success would probably have been greater but for the prevalence of a thick fog. The result of this action, taking into consideration the great disproportion of the opposite forces *, would, in some circumstances, have been deemed a first-rate victory: but such is the perversity of popular opinion, that the conduct of Sir Robert Calder, instead of receiving its meed of praise for what he had achieved, was violently impugned because he had not done more. At length the murmurs of disapprobation became so frequent and unrestrained, that that Admiral demanded a court-martial to investigate the circumstances which took place during, and subsequent to, the action. This was granted; and, to his great surprise and mortification, the court decided, that through error in judgment, unmixed,

* The British fleet consisted of fifteen line-of-battle ships, two frigates, and two smaller vessels. The enemy had twenty sail of the line, seven frigates, and two brigs. The English had 39 men slain and 159 wounded. The slaughter on board the combined squadrons was very great, but their exact loss has never been exactly ascertained.

however, with fear or cowardice, he had not done all in his power to take or destroy every ship of the enemy, and adjudged him to be severely reprimanded.

In the autumn of 1806, Rear-Admiral Stirling was appointed to the command of a squadron sent to escort a body of troops under the command of Brigadier-General Sir Samuel Auchmuty to South America. On the arrival of those officers in the Rio de la Plata, they learnt that Buenos Ayres had been retaken by the Spaniards; and found the miserable remnant of the troops that had so recently achieved the conquest of that city in a very destitute and exposed situation at Maldonado. It being of the utmost importance to secure possession of some post of strength, before any attempts were made for the recovery of Buenos Ayres, and Monte Video appearing to be the only place on the river which could be assailed with probable advantage, the troops, together with 800 seamen and marines, were landed, and invested that town on the 18th Jan. 1807.

Rear-Admiral Stirling seeing no advantage could result from any effort of ships against a strong fortress, well defended at all points, and which, from the shallowness of the water, could not be approached within a distance to allow shot to be of any use, disposed his ships so as to prevent any escape from the harbour, as well as to impede the communication between Colonna and Buenos Ayres, and confined his whole attention to give every possible assistance in forwarding the siege, by landing guns, ammunition, stores, provisions, and every thing required by the Brigadier-General.

The distance which the ships lay from the shore, with the almost constant high winds and swell, and the great way every thing was to be dragged by the seamen, up a heavy sandy road, made the duty excessively laborious. The squadron had almost daily 1400 men on shore, and the flag-ship (Diadem) was often left with only 30 men on board.

The defence made by the enemy protracted the siege longer than was expected; and reduced the stock of powder so low, that the men of war, with all the transports, and what a fleet of merchantmen had for sale, could not have furnished a further consumption for more than two days, wher a practicable breach was fortunately made, and on the 3d February, early

in the morning, the town and citadel were most gallantly carried by storm.

The loss sustained by the squadron, during the siege and at the assault, amounted to no more than 6 killed, 28 wounded, and 4 missing. The prizes taken in the harbour consisted of ten armed vessels, mounting 198 guns; fifteen sloop-rigged gun-boats; six row-boats with guns; two Indiamen of 650 tons each, and upwards of 10,000 tons of merchant shipping.

As soon as Fort Saint Philip was in possession of the British, the armed launches of the squadron took possession of the island of Rattones, mounting 10 guns, and garrisoned by 71 men. A very fine frigate mounting 28 guns, was set fire to by her crew, and blew up with an awful explosion; as also three gun-boats; but the other vessels in the harbour were saved by the exertion of the British seamen *.

Early in May following, Lieutenant-General Whitelocke arrived in the Rio de la Plata, and took the command of the troops. On the 14th of the following month Rear-Admiral (afterwards Sir George) Murray also arrived from England, and took upon himself the direction of the naval operations. Serious preparations were now made for the reduction of Buenos Ayres; the united force, to the number of 7,822 men, with 18 pieces of artillery, were landed about 30 miles to the eastward of that place; and after some fatiguing marches, through a country much intersected by swamps and deep muddy rivulets, the different divisions assembled in the suburbs of the city, which was nearly invested on the 4th July. An injudicious plan of attack was carried into effect on the morning of the 5th, and was so far successful that two strong posts were gained in the town, but at the expense of 2,500 men in killed, wounded, and prisoners; the fire from the tops of the houses, and every advantageous position, upon the exposed and defenceless troops, having been most murderous. On the following morning, General Liniers addressed a letter

* April 16, 1807, on the motion of Lord Mulgrave, the thanks of the House of Lords were voted to Rear-Admiral Stirling, and to the officers, seamen and marines, under his command, for their services at the capture of Monte Video. The same day, in the House of Commons, on the motion of Lord Castlereagh, a resolution was passed, acknowledging and highly approving the diligence and skill manifested by the Rear-Admiral, in landing the troops, &c.

to the British Commander, offering to give up all the prisoners taken on this occasion, as well as those captured with General Beresford in the preceding year, if he would desist from any farther attack on the town, and withdraw the British forces from the Rio de la Plata; intimating likewise that such was the exasperation of the populace, that he could not answer for the safety of the prisoners, should offensive operations be persisted in. Lieutenant-General Whitelocke agreed to the proposal, and both Buenos Ayres and Monte Video were evacuated. This termination of an enterprise, from which much had been anticipated, occasioned great dissatisfaction; and the Lieutenant-General, on his return to England, was tried by a court-martial, which sentenced him "*to be cashiered, and declared totally unfit and unworthy to serve his Majesty in any military capacity whatever:*" a decision confirmed by the King, and approved by the public.

During the above disastrous campaign, Rear-Admiral Stirling was ordered by the Commander-in-Chief to remain at anchor with the line-of-battle ships off Monte Video. He subsequently proceeded to the Cape of Good Hope, to the command on which station he had been previously appointed.

Our officer was advanced to the rank of Vice-Admiral, July 31st, 1810; and on the 10th of the following month received the freedom of the Goldsmith's Company, unanimously voted to him for his important public services. Toward the latter end of the year 1811, he was appointed Commander-in-Chief at Jamaica; but, in consequence of certain representations made to the Admiralty, an order was sent for his return from that station long before the usual period; and, in the month of May, 1814, he was tried by a court-martial at Portsmouth, on a charge of which the following is the substance:—

"That it appeared from the affidavits of James Greenfield, clerk and cashier to Messrs. Atkinson, Bayles, and Co. and Mordecai Pallache, co-partner in the firm of Messrs. Moravia and Co. sworn before the Mayor of Kingston, on the 18th Jan. preceding, and by other documents, that the sum of 2000 dollars was paid by the said Moravia and Co. to the agents of Vice-Admiral Stirling, for the convoy of a schooner that was to sail under the protection of the Sappho sloop of war,

and of which sum one-third was retained by the said agents as the proportion or share of the Vice-Admiral, and 5 per cent. further on the other two-thirds, as the share of his secretary, and that a receipt was given for the amount by a clerk of the agents."

The court agreed,—That the charge had been in part proved against Vice-Admiral Stirling, and did adjudge him to remain on the half-pay list of Vice-Admirals of the Royal Navy, and not to be included in any future promotion.

This officer married Charlotte, second daughter of Andrew Grote, Esq. a banker in London.

Residence.—Woburn Farm, near Weybridge, Surrey.

RICHARD INCLEDON BURY, Esq.

Vice-Admiral of the White.

This officer is descended from a family of the name of Incledon, in the north of Devonshire. In addition to his patronimick, he, some years since, assumed that of Bury.

Mr. Incledon entered into the navy about the year 1772: he was made a Lieutenant in 1778; and served as second of the Agamemnon, commanded by Captain (afterwards Sir Benjamin) Caldwell, in Sir George B. Rodney's memorable action with the Count de Grasse, April 12, 1782 *. In that engagement the Agamemnon suffered severely, and sustained a loss of 14 men killed, and 24 wounded. Among the latter number were Lieutenants Incledon and Brice.

Our officer was promoted to the rank of Commander in the year 1789, in consequence of his being First Lieutenant of the Magnificent, of 74 guns, Captain Richard Onslow, then in attendance on his late Majesty at Weymouth. He was at the same time appointed to the Childers sloop, stationed in the Channel.

Captain Incledon obtained post rank, Nov. 22, 1790; and at the capture of the French West India islands, in 1794 †;

* See p. 35, *et seq.* † See p. 19.

he commanded the Ceres, of 32 guns, from which ship he was removed into the Vengeance, 74, and returned to England with the homeward-bound trade. On his arrival, the Vengeance was paid off, and Captain Incledon remained unemployed till the year 1800, when he was appointed to the Texel, of 64 guns, one of the ships engaged in watching the Dutch squadron in Helvoetsluys.

On the 31st July, 1810, Captain Richard Incledon Bury was advanced to the rank of Rear-Admiral; and on the 4th June, 1814, to that of Vice-Admiral.

SIR ROBERT MOORSOM,

Vice-Admiral of the White; Knight Commander of the most honourable Military Order of the Bath, and Member of Parliament for Queenborough.

This officer is a son of the late Richard Moorsom, Esq. one of the magistrates for the North Riding of Yorkshire. Early in 1789, he commanded the Ariel, of 14 guns, in which sloop he accompanied the squadron under Commodore Cornwallis, to the East Indies, where he remained until promoted to the rank of Post-Captain, Nov. 22, 1790.

At the commencement of the war with revolutionary France, in 1793, he was appointed to the Astrea frigate, and continued in her until the Spring of 1795, when he removed into the Hindostan, of 54 guns. About the month of April, 1805, Captain Moorsom obtained the command of the Revenge, a new 74, forming a part of the fleet under the orders of Lord Nelson.

In the ever-memorable battle of Trafalgar*, the Revenge was rather severely handled. She sustained a loss of 28 men killed, and 51 wounded. Among the latter number was her commander.

At the grand procession from Greenwich Hospital, on the occasion of the public funeral of the heroic Nelson, Captain Moorsom bore that lamented nobleman's great banner. On the 28th April, 1808, he was nominated to one of the vacan-

* See p. 202.

Colonelcies of Royal Marines, and about the same time, selected by Lord Mulgrave to be his Private Secretary. He afterwards took a seat at the Board of Admiralty, which he held till July, 1809, when he was appointed Surveyor-General of the Ordnance; and, on the 31st of the same month, advanced to the rank of Rear-Admiral. His promotion to that of Vice-Admiral took place June 4, 1814; and on the 2d Jan. in the following year, he was created a K. C. B.

On the appointment of the Duke of Wellington to succeed Lord Mulgrave as Master-General of the Ordnance, Sir Robert Moorsom accompanied the latter nobleman in his retirement.

SIR CHARLES HAMILTON,

Baronet; Vice-Admiral of the White; Commander-in-Chief at Newfoundland, and Governor of that Colony.

THE house of Hamilton is justly celebrated in the annals of these realms, for the antiquity of its lineage, its splendid actions, extensive alliances, and signal services to King, Church, and State, in the various periods which have elapsed from its origin to the present day.

Sir Charles Hamilton is lineally descended from the Earl of Mellent, in Normandy, whose nephew and heir Robert de Bellamont commanded the right wing of the invading army at the battle of Hastings; was rewarded by the conqueror with the Earldom of Leicester and an extensive donation of manors and domains in that county; and married Elizabeth, daughter of Hugh, the great Duke of Vermandois, son of Henry the first King of France.

The appellation of de Hambledon, taken from a place so called in Leicestershire, was first adopted by Sir William, brother to the fourth Earl of Leicester and Mellent. In the reign o Edward II. noted for favoritism, this Sir William had the misfortune to be insulted by John Spencer, one of the court parasites, whom he slew for refusing to fight him; and being in consequence advised to abscond, he fled into Scotland, where he was kindly received by Robert Bruce,

King of that country, who conferred upon him the lands of Kedsow, and several others in co. Lanark, which property was afterwards created into a barony and named Hamilton *.

From this personage descended James second Lord Hamilton, who in 1474, espoused the eldest daughter of James II. of Scotland, and by her had issue one son and a daughter: the former of whom was sent into England by James IV., to negociate the marriage between that monarch and the eldest daughter of Hen. VII. for the performance of which service the King gave him the county or island of Arran, and created him Earl thereof in 1503. The latter married Matthew Stewart, Earl of Lennox, and by him was grandmother of Henry Lord Darnley, father of James VI. of Scotland and I. of England.

James, fourth Lord Hamilton and second Earl of Arran, succeeded his father in 1530, and about the year 1542 was chosen protector to Queen Mary, and Regent of the kingdom during her minority; and in failure of issue on the part of that princess, her successor to the throne of Scotland. The dukedom of Chatelherault, in Poitou was conferred upon him in 1549, by Hen. VII. of France. From this nobleman's third son Claud, is descended the present Marquis of Abercorn, who is the chief representative in the male line of the illustrious house of Hamilton, and to whom the officer of whose services we are about to present a brief sketch, is the nearest of kin now living †.

* It is said that when Sir William de Hambledon fled from England, he was closely pursued into a wood, where he and his servant changed coats with two wood-cutters, and took a frame saw, with which they were cutting through an oak tree when his enemies passed by; and that seeing his man take notice of them, he spoke hastily to him. THROUGH; which word became the motto of his family; and the saw cutting through the oak is the crest.

† Lord Claud Hamilton's grand nephew James, third Marquis of Abercorn, was created Duke of Hamilton in 1643, and succeeded in the title by his brother William; who also dying without male issue, the estates and honours devolved to the Lady Anne Hamilton, eldest daughter of the first Duke, who carried them to the house of Douglas, by her marriage in 1661 with William Douglas, Earl of Selkirk, who became Duke of Hamilton in right of his wife, and assumed the name and arms of Hamilton, discontinuing those of Douglas: from him descends the present Duke of Brandon and Hamilton.

The subject of this memoir is the eldest son of the late Sir John Hamilton, Bart. *, by Cassandra, third daughter of Edmund Chamberlayne, of Maugersbury, co. Gloucester, Esq.; and brother of Rear-Admiral Sir Edward Hamilton, Bart. He was born Aug. 25, 1767; entered the naval service on board the Hector, of 74 guns, commanded by his father in Sept. 1776; and thence removed to the Royal Academy at Portsmouth, in Aug. 1777, where he continued about two years. His first promotion as a Lieutenant was into the Tobago sloop, on the Jamaica station; and towards the latter end of 1789, he was advanced from that rank in the Jupiter, of 50 guns, to the command of the Scorpion, at Antigua. His post commission bears date Nov. 22, 1790; some time previous to which he had been elected M. P. for the borough of St. Germains, co. Cornwall. He subsequently represented Honiton, in Devonshire, and Dungannon, co. Tyrone; the latter we believe in two parliaments.

At the breaking out of the war with France in 1793, Sir Charles Hamilton was appointed to the Dido of 28 guns, and cruised during the ensuing summer off the coast of Norway, where he ran on shore when in chace of a French privateer, which he afterwards captured, and was in consequence thereof obliged to dock his ship at Copenhagen. From the North Sea he proceeded to the Mediterranean under the orders of Lord Hood, whose despatches relative to the reduction of Corsica bear ample testimony to his meritorious conduct and steady perseverance in maintaining the station assigned him off Calvi, under manifest difficulties. During the operations carried on in that quarter, we find the Dido and Aimable, with a party of 300 Corsicans, the whole commanded by Sir Charles, acting against the out post of Girilotte, a fort similar in construction to that of Mortella †, but on a larger scale; which surrendered after a siege of ten days.

* Sir John Hamilton received the thanks of Parliament, and was raised to the dignity of a Baronet, July 6, 1776, for his very judicious and gallant conduct during the siege of Quebec in the preceding year, at which period he commanded the Lizard frigate; and having landed his guns and other necessaries, formed a battalion of seamen, and materially assisted in the preservation of that important place.

† See p. 250.

In July 1794, our officer was removed into the St. Fiorenzo, of 36 guns, where he remained but a short time, and then joined the Romney, 50, in which ship he returned to England, and soon after his arrival commissioned the Melpomene, a frigate of the largest class.

Sir Charles Hamilton retained the command of the Melpomene for seven years and five months, during which long period he was constantly employed on various active services, and captured nearly fifty of the enemy's vessels of different descriptions. In the autumn of 1799, he accompanied Vice-Admiral Mitchell, to whom he was next in seniority, on an expedition against the Helder, and on that occasion had confided to his care a division of transports, consisting of about eighty sail, which he conducted, under very trying circumstances, in safety to the place of debarkation; and after the troops had been landed proceeded with the Vice-Admiral to the Vlieter, where the Dutch squadron, commanded by Rear-Admiral Storey, surrendered to the British arms. Subsequent to this event, Sir Charles was employed in the Zuyder Zee, blockading Amsterdam for the space of seven weeks, the whole of his officers and crew, on account of the insufficiency of water for so large a ship as the Melpomene, having been removed into schuyts and boats for that purpose. He returned to England on a convention being entered into between H. R. H. the Duke of York and the French General Brune, for the evacuation of Holland by the allied forces; and soon after had the satisfaction of receiving the thanks of Parliament, in common with the other officers employed on the expedition *.

* Early in the summer of 1799, an expedition was planned by the British government; the object of which remained for some time a profound secret. Large bodies of troops were collected, and ordered to rendezvous at Southampton, under the command of Sir Ralph Abercromby; this army was afterwards considerably augmented, and directed to assemble at Yarmouth, Ramsgate, and Margate, the whole amounting to about 27,000 men, commanded by the Duke of York. A large fleet of ships of war, with a sufficient number of transports, were collected at those ports for the purpose of receiving the troops, and an embargo was laid on all shipping throughout the kingdom. Such formidable preparations made in this quarter, soon discovered that Holland was the place of destination of this armament, which was rendered still more powerful by the addition of a

In Feb. 1800, Sir Charles Hamilton was appointed to the chief command on the coast of Africa, where three French fri-

strong squadron, and upwards of 17,000 troops hired from Russia to assist in the enterprise.

On the 12th Aug. the first division of troops, consisting of about 10,000 men, in about 200 transports, sailed for the enemy's coast, escorted by a squadron of men of war, commanded by Vice-Admiral Mitchell. Contrary winds and very tempestuous weather prevented the fleet from reaching the point of debarkation until the 26th, on which day the whole of the vessels were anchored in safety; and on the following morning the troops were landed near the Helder, under cover of a warm and well-directed fire from the bombs, gun-brigs, and other small vessels. The enemy made but little opposition to the landing; but soon after a severe conflict ensued, which terminated in their complete discomfiture. This gave the British the entire possession of the whole neck of land between Kirk Down and the road leading to Alkmaar; on which General Daëndels finding himself cut off from the Helder, sent orders for the Governor to evacuate the fortress and join him. The next morning that important post, with all the shipping lying in the Nieuve Diep, and the naval magazine, were taken possession of by the British.

The falling of the Helder opened the Texel to the fleet; Vice-Admiral Mitchell therefore, lost no time in making the necessary dispositions for attacking that of the enemy, which was lying at anchor in a line at the red buoy, near the Vlieter; for this purpose he got under sail, and as his ships were standing in, despatched Captain Rennie, of the Victor sloop, with the following summons to the Dutch commander:

"*Isis, under sail in line of battle, Aug.* 30, 1799.

"Sir.—I desire you will instantly hoist the flag of H. S. H. the Prince of Orange: if you do, you will immediately be considered as friends of the King of Great Britain, my most gracious Sovereign; otherwise take the consequence. Painful it will be to me for the loss of blood it may occasion; but the guilt will be on your own head.

(Signed) "ANDREW MITCHELL, Vice-Admiral, &c. &c.

"*To Rear-Admiral* STOREY, *or the Commander-in-Chief of the Dutch squadron.*"

Captain Rennie, on his way, picked up a flag of truce with two Dutch officers, coming from their chief to Vice-Admiral Mitchell, whom he carried on board the Isis; after a few minutes conversation, at their earnest request, the British commander anchored in a line, a short distance from the enemy's squadron; and sent the Dutchmen back to their Admiral, with positive orders not to alter the position of the ships, nor do any thing whatsoever to them, and in one hour to submit, or take the consequences. In less than the time prescribed, the same officers returned with a verbal message of submission, and bearing the following letter, containing Rear-Admiral Storey's reasons for complying with the summons:

gates had been committing great depredations. He accordingly proceeded thither in the Melpomene, accompanied by the

"*On board the Washington, anchored under the Vlieter, Aug.* 30, 1799.

"Admiral,—Neither your superiority, nor the threat that the spilling of human blood should be laid to my account, could prevent my showing you to the last moment what I could do for my Sovereign, whom I acknowledge to be no other than the Batavian people, and their representatives, when your Prince's and the Orange flags have obtained their end. The traitors whom I commanded refused to fight; and nothing remains to me and my brave officers, but vain rage and the dreadful reflection of our present situation; I therefore deliver over to you the fleet which I commanded. From this moment it is your obligation to provide for the safety of my officers, and the few brave men who are on board the Batavian ships, as I declare myself and my officers prisoners of war, and I remain to be considered as such.

(Signed) "S. STOREY.

"*To Admiral Mitchell, commanding H. B. M.'s squadron in the Texel.*"

Possession was immediately taken of the enemy's ships, and a British officer sent on board of each, for the purpose of maintaining peace and order among the crews, to whom Vice-Admiral Mitchell issued a manifesto, announcing their being taken possession of in favor of the Stadtholder; and a few days afterwards, the Dutch squadron was escorted to England by a detachment from the British fleet. Such of the prizes as appeared likely to be useful were subsequently purchased by government, and added to the navy.

Without detracting, in the slightest degree from the merit of those engaged in their capture, it should be observed, that the quiet surrender of the enemy's ships must be chiefly attributed to what the revolutionary government of that day chose to term, a spirit of mutiny among the crews. It is said that when the Dutch commander made the signal to prepare for battle, his men broke into open revolt and disobedience to their officers, whom they seized; at the same time taking possession of the magazines, unloading the guns, and throwing the shot and cartridges into the sea.

The naval force thus taken from the Batavian republic, including those found in the Nieuve Diep, consisted of ten sail of the line, fourteen frigates, one sloop, a sheer-hulk, and three East India men, together with about five hundred doggers and schuyts.

On the 21st September, Vice-Admiral Mitchell shifted his flag into the Babet, of 20 guns, and proceeded with a flotilla into the Zuyder Zee, where his appearance changed the politics, for a while, of several of the bordering towns and villages, which submitted, and hoisted the Orange flag.

Such a loss as the Dutch had sustained by sea could scarcely be compensated by any success on land; but unfortunately for them, their forces were, for some time, obliged to retreat with the same rapidity that the English advanced. On the arrival, however, of the French General Brune,

Magnanime of 48 guns, and having under his protection the trade bound to that quarter. On his arrival at St Jago, he received information that the enemy's squadron having been fired at from the forts of that place, had repaired to Goree, where it was then at anchor. This intelligence, with the force and situation of the French frigates, induced Sir Charles to take the Ruby, 64, then watering at Porto Praya, under his orders; and with this additional force he immediately went in quest of them.

In the afternoon of the 4th April, the British ships anchored in misty weather very near the town; but not finding the enemy's frigates there, and our officer conceiving the appearance of the convoy sufficient to alarm the garrison, he despatched his first Lieutenant, Tidy, with a verbal message, summoning the island to surrender, and threatening in the event of a refusal to storm the place. This message, together with the deception practised of dressing the crews of the

with a considerable body of troops, they were enabled to make a stand; and having possessed themselves of a strong position at Purmirind, which afforded them the means of acting on the rear of the invading army, a check was given to the successes of the allies. A negotiation shortly after ensued, in the course of which the republican commander contended for the restoration of the Batavian fleet, with the whole of the stores and men. This, however, was resisted by the Duke of York, who had landed at the Helder on the 13th September, and now threatened, in case of necessity, to cut down the sea-dykes; a measure which would have inundated the country, and destroyed its fertility. At length, by a convention signed Oct. 20, the evacuation of Holland by the allied armies, was agreed upon, and carried into execution by the 19th November. The retreat of the military force was followed by that of the flotilla from the Zuyder Zee, and Vice-Admiral Mitchell, with a great part of his fleet, returned to England. He was soon afterwards created a K. B. and received a sword valued at 100 guineas from the city of London. The conduct of the officers and men forming the naval part of this expedition, met with the highest approbation of government; and the late Viscount Melville in moving the thanks of the House of Commons, dwelt at some length on the difficulties that had arisen during the passage to Holland, and the masterly manner in which so large an armament had been conducted in safety to its destination.

Thus ended the expedition to Holland; in which the British lost three ships of war by being wrecked on the coast, namely the Nassau, 64, armed *en flute*; Blanche and Latine frigates; about 550 soldiers killed, 2694 wounded, and 1354 missing; the loss sustained by the Russians amounted to about 3200 slain, wounded, and taken prisoners.

merchant vessels in red shirts, had the desired effect: at midnight Lieutenant Tidy made the signal agreed on, that Sir Charles's terms were complied with; the marines of the squadron were instantly landed, and the island taken possession of without damage to the ships, or any other loss than 1 officer wounded before the flag of truce was observed from the forts. The mortification of the garrison, on the following morning, when they discovered the stratagem of which they had been the dupes, may be more readily conceived than described. Some time after this event, the Melpomene captured l'Auguste, French letter of marque, of 10 guns and 50 men, from Bourdeaux bound to Guadaloupe.

On his second voyage to the African station, our officer summoned Senegal by a flag of truce; but the governor, Blanchard, instead of acceding thereto, detained the Lieutenant who had been sent with the message, and his boat's crew, as prisoners of war. A few nights after * the weather being moderate and the surf low, Sir Charles conceived it possible, if he could surprise a brig corvette and an armed schooner, anchored within the bar, to possess himself of the battery commanding the entrance, and by means of the enemy's own vessels, as he had none under his command fit for the purpose, finally to have reduced Senegal: he therefore detached Lieutenant Thomas Dick, with 55 volunteers from the Melpomene, 5 from a transport, and 36, commanded by Lieutenant Christie, from the African corps, who left the ship at 9 P. M., in five boats, and were fortunate enough to pass the heavy surf on the bar with the flood-tide, without accident, and unobserved by the battery at the point; but on their approaching within hail of the brig, the alarm was given, and the two bow-guns discharged, by which Lieutenant Palmer and 7 seamen were killed, and two of the best boats sunk. Notwithstanding this unfortunate accident, the vessel was carried, after an obstinate defence of twenty minutes, but which gave the schooner time to cut her cable, and saved the town from being stormed. Lieutenant Dick, finding that the loss of the two boats, and many of his best men, added to a constant fire from the schooner and two batteries, must have rendered any farther attempt abortive,

* Jan. 3, 1801.

judged it right to make every attempt to get the prize over the bar; but the ebb-tide having made, and being totally unacquainted with the navigation of the river, she got aground; and feeling it impossible ever to get her off, he considered it absolutely necessary to retreat, which he did after setting fire to, and rendering her unfit for further service. The retreat was conducted with the greatest order, and the whole of the prisoners and wounded brought off, notwithstanding a tremendous surf upon the bar, and under a heavy fire of grape and musketry from the batteries. At day-light the next morning Sir Charles Hamilton had the satisfaction to perceive the brig had sunk up to her gunwales in a quicksand. She was called the Senegal, had been fitted out there at the expense of the French republic, and mounted 18 12-pounders. When attacked she had nearly 60 men on board, some of whom escaped in a boat; the rest were killed in boarding, excepting 18, who were taken prisoners. The loss sustained by the British in this spirited affair amounted to 11, including Lieutenant Palmer, a marine officer, and a Midshipman, slain; Lieutenant Christie and 17 others wounded.

In the course of the same year Sir Charles Hamilton proceeded to the West Indies, where he continued till July 1802; during part of which time he acted as Commissioner of the naval yard at Antigua. In November, 1803, he obtained the command of the Illustrious, a 74 gun-ship, attached to the Channel fleet. He subsequently Commanded in succession the Sea Fencibles at Harwich; the Temeraire, a second rate; and the Tonnant of 80 guns. In 1809 he was nominated to a Colonelcy of Royal Marines; and on the 1st Aug. 1810, advanced to the rank of Rear-Admiral, and appointed Commander-in-Chief in the river Thames, on which occasion he hoisted his flag in the Thisbe frigate, where it continued until towards the conclusion of the war. His commission as Vice-Admiral bears date June 4, 1814.

In the spring of 1818 our officer succeeded the late Vice-Admiral Pickmore, as Governor of Newfoundland and Commander-in-Chief on that station; from whence he returned to England on leave of absence Nov. 1, 1822. Previous to his departure from St. John's he received an address from all the principal inhabitants, and also from the Benevolent Irish

Society, of which institution he is the patron, expressive of the grateful sense entertained by its members of the "general attention he had at all times paid to the petitions of the poor, and the prompt and effectual measures adopted by him for their relief; in which he was most powerfully assisted by his amiable and accomplished lady, who was ever the kind and constant friend of the widow and the orphan."

Sir Charles Hamilton married, April 19, 1803, Henrietta Martha, only daughter of the late George Drummond, of Stanmore, co. Middlesex, Esq. and Banker of Charing Cross.

Country seat.—Issing, near Midhurst, Sussex.

Town residence.—27, Curzon Street.

HON. HENRY CURZON,

Vice-Admiral of the White.

THE noble family of Curzon is very ancient, being descended from Giraline de Curzon, whose name appears in the roll of Battle Abbey, among the nobles and gentry who came into England with William the Norman, in whose favor he no doubt stood high; for we find upon record the manor of Locking, co. Berks, and that of Fishead in Oxfordshire, granted him by the Conqueror, whose son Henry I. also conferred upon him several considerable estates, and among others the manor of Kedleston in Derbyshire, at which place his descendants have been seated ever since the reign of Edward I.

From Giraline's second son, Richard, descended Nathaniel Curzon, who was raised to the dignity of the peerage by the title of Baron Scarsdale, of Scarsdale, co. Derby, April 9, 1761, and subsequently appointed Chairman of the Committee of Privileges of the House of Lords. His Lordship married Lady Caroline Colyear, eldest daughter of Charles, Earl of Portmore, by Juliana, Duchess Dowager of Leeds, and had issue: Nathaniel, by whom he was succeeded in the title; Henry the subject of this sketch; and several other children *.

* At the celebrated battle of Waterloo, the Hon. William Curzon, son of the present peer, and Dep. Ass. Adj. Gen. to the army in the Netherlands, displayed the most chivalrous ardor. Riding along the field, with

The Hon. Henry Curzon was born on the 24th May 1765; and went to Westminster School in April 1774, at which seminary he continued till the month of December 1776; when he entered the naval service as a Midshipman on board the Æolus frigate, commanded by Captain Atkins, whom he accompanied to the West Indies. Returning from thence in the autumn of 1779, as convoy to the homeward bound trade, the Æolus was obliged to put into Cork to avoid the combined fleets of France and Spain, then on a cruize in the mouth of the Channel *.

In January 1781, Mr. Curzon was removed into the Magnanime of 64 guns, Captain Charles Wolseley, in which ship he proceeded to the East Indies; and on his arrival there early in 1782, was received on board the Superb, 74, bearing the flag of Vice-Admiral Sir Edward Hughes, the Commander-in-Chief on that station. In the course of the same year he was present in three general actions between the British fleet and that of France commanded by M. de Suffrein. The Superb's loss on those occasions amounted to 70 killed and 167 wounded, among whom were several officers of distinguished merit †.

Lord March, he received a ball in his chest. "Farewell, dear March!" said he, as he fell to the ground. His companion was not permitted to perform those tender offices which his heart dictated. A furious onset of cuirassiers called him to his post; and his wounded friend, seeing him nobly rally a Nassau regiment, which he led to the charge in person, feebly but heroically exclaimed, "That's right—that's right—well done my dear March!" and immediately expired.

* On the 15th Aug. 1779, the French and Spanish fleets, consisting of sixty-six sail of the line and twenty-two frigates, besides fire-ships, bombs, and several other vessels of war, the whole under the command of the Count d'Orvilliers and Don Josef de Cordova, having, by some unaccountable event, escaped the notice of the British fleet, at this time cruizing in the Soundings, entered the Channel, and paraded two or three days before Plymouth. Some French frigates anchored in Cawsand bay, and captured a few coasting vessels. On the 16th, the Ardent of 64 guns, standing down Channel, fell in with the enemy's armament, and mistaking it for the British, was surrounded and taken in sight of Plymouth.

† The French Admiral de Suffrein, after his unsuccessful attack upon Commodore Johnstone at Porto Praya (already related in our memoir of Sir Henry d'Esterre Darby), fulfilled the second object of his commission, by securing the Dutch colony at the Cape of Good Hope; and having left there some French troops to strengthen the garrison, he proceeded to the

On the 1st Feb. 1783, the subject of this memoir was made a Lieutenant, into the Monarca, another ship of the line, com-

island of Mauritius, where he formed a junction with the squadron of M. D'Orves, which increased his force to ten sail of the line, a 50-gun ship, three frigates, and three smaller vessels, mounting in the whole 870 guns, and carrying 7071 men. With this fleet he sailed for the coast of Coromandel, accompanied by a number of store-ships and transports, on board of which were embarked 3457 troops. On the 15th Feb. 1782, the enemy appeared off Madras, and was instantly pursued by the squadron under Sir Edward Hughes, consisting of eight ships of the line, one of 50 guns, and two small vessels, carrying 628 guns and 4820 men. In the course of the following day six vessels of the French convoy were captured: five of which proved to be British prizes recently taken, and the sixth a huge transport of 1,300 tons burden, deeply laden with a train of artillery, intended as a present to Hyder Aly, a large quantity of gun-powder, and a complete assortment of other military stores: she also had on board a number of land officers, and about 300 soldiers. The hostile squadrons remained in full view of each other, practising various manœuvres till about the afternoon of the 17th, when five of the British ships were obliged to sustain an action on disadvantageous terms, the situation of the enemy preventing Sir Edward Hughes from bringing the whole of his force into play. The brunt of the battle fell on the Superb, Hero, and Exeter, the former bearing the flag of the Commander-in-Chief; the latter the broad pendant of Commodore King. After enduring these disadvantages for about two hours, a sudden squall of wind enabled the five English ships to become in turn the aggressors; and they renewed the engagement with such vigour and effect, that in twenty-five minutes, those of the enemy within their reach, after having sustained considerable damage, suddenly hauled their wind, and together with their companions stood off to the north-east. The loss of the British in this conflict amounted to 32 slain, and 95 wounded. Among the killed were Captain Stephens of the Superb, and Captain Reynolds of the Exeter. On the morning after the action, the enemy being out of sight, Sir Edward Hughes made the best of his way to Trincomalee, the only place in that quarter where his ships could be properly repaired; and about the middle of March he returned to Madras.

The securing of Trincomalee from the designs of an enemy, now powerful in the East both by sea and land, and the protection of an expected convoy, recalled Sir Edward Hughes to Ceylon, before the end of the month; and on his way thither March 30, he was joined by the Sultan, 74, and Magnanime, 64, from England. These ships having had a tedious and bad voyage, were extremely sickly, and their crews much reduced by the scurvy. On the 8th April, the French fleet appeared in sight, and, accompanying the British squadron to the coast of Ceylon, gained the wind, as the latter was steering for Trincomalee, in the night of the 11th. At daylight on the following morning, they crowded all sail, and their copper-bottomed ships came up so fast with the English rear, that an action was

manded by Captain John Gell, and one of Sir Edward Hughes's squadron in the battle off Cuddalore, June 20th following, on

unavoidable, although nothing could be more untoward for the latter, they being hemmed in upon a rocky coast, by an enemy much superior in effective strength, with the wind full in his favour. At 9 A. M. Sir Edward Hughes formed his line of battle; but the enemy spent upwards of three hours in various manœuvres, which seemed to indicate a want of resolution. At length about 1h 30′ P. M. the engagement began in the van of both squadrons; and soon after M. de Suffrein, in the Hero 74, and his second astern, l' Orient of the same force, bore down on the Superb within pistol shot, and continued in that position, giving and receiving a most dreadful fire for nine minutes; the French Admiral then stood on, greatly damaged, to attack the Monmouth, of 64 guns, which was already closely engaged with another of the enemy's ships; this made room for the vessels in M. de Suffrein's rear to come up and attack the British centre, where the battle raged with the greatest violence. The conflict lasted till near six o'clock, when the squadron being in 15 fathoms water, and the Monmouth with only her foremast and bowsprit standing, drifting towards the shore, Sir Edward Hughes made the signal to anchor, and the French squadron drew off in great disorder to the eastward.

The hostile fleets continued for several days in view of each other, repairing their damages, and equally apprehending an attack from the opposite party: at length, on the 19th, the French bore down, as if with an intent to renew the combat; but, on arriving within two miles of their adversaries, they suddenly tacked, and by the evening were out of sight. The loss sustained by the British in this encounter was 137 killed and 430 wounded. The action fell particularly heavy on the Superb and Monmouth; in these ships the slaughter was very great. The French acknowledged a loss of 139 killed, and 364 wounded.

After this event, the enemy proceeded to Batacalo, a Dutch port in the island of Ceylon, about twenty leagues to the southward of Trincomalee, where they were detained till the month of June in repairing their shattered ships. M. de Suffrein then repaired to the Coromandel coast, and having re-victualled, and replenished his vessels with 400 sailors, as many sepoys, and 300 artillerymen, he appeared, on the 5th July, before Negapatnam, where Sir Edward Hughes was lying with his squadron, after a repair at Trincomalee. The British Admiral immediately stood out to sea, and on the following day brought the enemy to a close action, which continued about two hours; by which time the latter appeared to have suffered so much that nothing but a sudden shift of wind could have prevented them from undergoing a decided defeat. The engagement was afterwards partial and irregular, and ended with the retreat of the French to Cuddalore. One of their ships, la Severe, of 64 guns, having become ungovernable, fell alongside the Sultan, 74, and struck her colours; but finding an opportunity to escape, she availed herself of it; and the British Admiral's subsequent demand of her was answered by the excuse that the ensign had come

which day she had 6 men slain, and 14 wounded. This action terminated the naval war in India; and the Monarca being

down in consequence of the halliards being shot away, and not from design. In this action the English force consisted of three ships of 74 guns, two 70's, five 64's, one 50, and one of 20 guns. The enemy had three 74's, seven 64's, two 50's, three frigates, and one smaller vessel. The loss sustained by the former amounted to 77 killed and 233 wounded; the latter had 178 slain and 601 wounded.

Sir Edward Hughes finding the stores, provisions, and ammunition of his squadron nearly exhausted, was now under the necessity of proceeding to Madras to get a supply. On his arrival there, July 20, he was joined by the Sceptre, of 64 guns, which had sailed from England in company with a reinforcement for the squadron in the East Indies, but had parted from the other ships soon after clearing the British Channel. In the mean time M. de Suffrein, having refitted his ships at Cuddalore, repaired to Point de Galle, in Ceylon, where he found two French men of war, one of 74 guns the other a 64, with a convoy of troops and artillery, just arrived from Europe. The British Admiral knew nothing of the movements of the enemy, until the 16th Aug. when he was joined by the Coventry frigate, Captain Mitchell, who after sustaining an engagement with the Bellona, of 40 guns, had discovered their fleet at anchor in Batacalo road.

Sir Edward upon receiving this intelligence used all possible diligence to get his ships ready for sea, being apprehensive that during the absence of the squadron, the enemy might make themselves masters of Trincomalee. He sailed from Madras on the 20th; but the wind blowing strong from the southward, it was not until the night of Sept. 2, that he arrived off the former place; and on the following morning at day-break, he had the mortification to behold the French colours flying on all the forts, and above thirty sail riding at anchor in the different bays, the Commandant of Trincomalee having surrendered by capitulation on the 30th of August.

On the appearance of the British squadron M. de Suffrein got under sail with fifteen ships of the line, including three 50's, besides frigates, &c.; and about 2h 30′ P. M. an action commenced, which was maintained with extraordinary spirit on both sides for nearly five hours; the rival commanders in the Superb and Hero, dealing out their rage with unremitting fury upon each other. This battle was memorable for the slaughter it produced of British officers, among whom were Captains Wood, Watt, and Lumley, of the Worcester, Sultan, and Isis; but, like the three preceding combats between these habitual antagonists, proved indecisive. The loss of men by the English, amounted to only 51 slain and 283 wounded; while on the side of the French the killed were 412, and the wounded 676, a circumstance which their ministry for a long time concealed. The enemy returned to Trincomalee on the night of the action; and such was their hurry and confusion lest they should be pursued, that l'Orient, one of their best ships, ran on shore in the dark and was lost. Sir Edward

paid off soon after her arrival at Portsmouth, in May 1784, Lieutenant Curzon was immediately appointed to the Flora, of 36 guns, on the Jamaica station, where he remained till December 1785; at which period, being attacked with the fever of that climate, he was obliged to return to England for the recovery of his health. He subsequently served in the Ambuscade and Aquilon frigates, commanded by Captains O'Hara and Montagu; and from the latter vessel, which had been principally employed in the Mediterranean, he was ap-

Hughes returned to Madras, where he narrowly escaped the effects of a dreadful hurricane on the 15th Oct., which caused the wreck of several British traders, besides a great many coasting vessels laden with rice, and eventually produced a shocking famine among the natives. The intention of the Admiral in going to Madras was, only to give his ships such a partial repair as might enable them to proceed to Bombay, where they were to receive a thorough equipment: but before he could accomplish this purpose, he was driven out to sea by the hurricane just alluded to.

The squadron on its passage to Bombay experienced a continued series of tempestuous weather. The Superb was dismasted, and otherwise so much damaged, that Sir Edward Hughes was obliged to shift his flag to the Sultan; and the fleet was so scattered, that the ships did not all arrive till the 21st Dec., and then in a very weak and sickly condition. They were there joined by five sail of the line and a frigate, that had arrived from England, under the command of Commodore Sir Richard Bickerton, father of the present Admiral of that name.

Sir Edward Hughes thus reinforced, returned to Madras towards the close of April 1783; but though his fleet left Bombay in excellent health, the scurvy had made such ravages among the crews, that by the 8th June, the sick amounted to no less than 1,125 men, of whom 605 were in the last stage of the disorder. These were sent to the hospital at Madras; yet within a fortnight the healthiest ships had from 70 to 90 men each, and some double that number, incapable of duty. With his force thus diminished he was cruizing of Cuddalore, for the purpose of covering and protecting the army before that place, when M. de Suffrein arrived on the coast from Trincomalee. On the 20th June, about 4h P. M., the French fleet, consisting of fifteen sail of the line, three frigates, and a fire-vessel, made an attack, favored by the wind, upon the British, who upon this occasion had eighteen line-of-battle ships, and nine other vessels. A heavy cannonade ensued on both sides, and continued without intermission during three hours, at the end of which the enemy drew off, and retired to Pondicherry roads. In this fifth and last battle between Sir Edward Hughes and M. de Suffrein, the loss of the former amounted to 99 killed and 431 wounded. A few days afterwards all hostilities were terminated by the intelligence of a general peace.

pointed towards the close of the year 1789, first Lieutenant of the Adamant, a 50-gun ship, then fitting to receive the flag of Sir Richard Hughes, by whom he was promoted to the rank of Commander, in the Brisk sloop, early in 1790.

Returning to England in the ensuing summer, the Brisk was paid off at Portsmouth; but our officer soon after commissioned the Tisiphone fire-ship, attached to Lord Howe's fleet, in which he remained until the termination of the dispute with Spain respecting Nootka Sound, and at the general promotion November 22nd following, was advanced to the rank of Post-Captain. His next appointment was in May 1791, to the Lapwing of 28 guns, on the Mediterranean station, where he served under the orders of Admirals Peyton and Goodall; and on the French army taking possession of Nice, in 1792, he was sent to Villa Franca for the purpose of affording protection to the British subjects and their property at the former place. Whilst on that service he received many insults in consequence of his refusing to salute the revolutionary flag and wear the national cockade, to induce him to do which the French used both entreaties and menaces. At length, on his taking advantage of a fortunate circumstance to put to sea, the republicans, who had not been prepared for such a sudden movement, on perceiving him under sail and out of reach of the castle, made signals to their ships in the offing to intercept him; but the French squadron being far to the westward of the port, could not arrive in time to cut him off and prevent his rejoining the British Admiral in Leghorn road.

In the spring of 1793, Captain Curzon convoyed home a great number of English and Dutch merchantmen from Gibraltar, and immediately after his arrival received orders to repeat signals to the rear division of Earl Howe's fleet. For his conduct on that service he received a warm recommendation from the Commander-in-Chief to the first Lord of the Admiralty; and in compliance with that gallant veteran's request was appointed to the Pallas, a frigate on a new construction, mounting 32 18-pounders, in which ship he served with the Channel and Mediterranean fleets under Lords Howe, Bridport, and St. Vincent, and was also present at the masterly retreat of the Hon. William Cornwallis, before the fleet commanded by Admiral Villaret de Joyeuse, off l' Orient, an

event that reflects immortal honor on all concerned, and for which the squadron received the thanks of both Houses of Parliament *.

Our officer retained the command of the Pallas until April 4, 1798, on which day she broke her best bower anchor during a heavy gale of wind in Plymouth Sound, and drove on shore under Mount Batten. The storm was so violent, attended with a tremendous sea, that no assistance could possibly be afforded to her, and it was for a considerable time doubtful whether any of the crew could be saved. The ship however, fortunately swung round and heeled over to the shore, by which means her people were sheltered from the breaking of the sea, and enabled to reach the land on the ebb-tide, excepting one man who was killed by the fall of the masts. The greater part of her stores and materials were also preserved, but the vessel herself was completely wrecked.

Captain Curzon's next appointment was in the month of Feb. 1799, to the Indefatigable, of 46 guns †, in which ship he accompanied the expedition against Ferrol, in the autumn of 1800 ‡; and on the 23d Oct. following, captured the Venus French frigate of 32 guns and 200 men, from Rochefort, bound to Senegal. About the same period he also intercepted several large privateers. In December 1800, our officer was superseded at sea, being nominated to the command of the Montagu, 74; but that ship having sailed for Lisbon and the West Indies with an acting Captain before he could arrive in England to join her, he was appointed to the Audacious, of the same force, at Plymouth, which vessel he fitted out; but, when nearly ready for sea, found his health so much impaired as to be under the necessity of retiring for a while from active service.

From this period Captain Curzon's health continued in a very precarious state until the year 1807, when being sufficiently recovered to resume the duties of his profession, he

* See p. 354.

† On this occasion Captain Curzon succeeded Sir Edward Pellew, (now Viscount Exmouth,) who had been appointed to a ship of the line. The Indefatigable was built as a 64 in 1784, and cut down to a frigate in 1794.

‡ See note at p. 220.

again applied for employment, and in the month of June was appointed to the Elizabeth, a new third rate. In Nov. following, he accompanied a squadron under Sir W. Sidney Smith to the coast of Portugal, for the purpose of blockading Lisbon, then about to be occupied by the French *, and in which port a Russian squadron under Admiral Siniavin had taken refuge. Subsequent to his arrival off the Tagus, he was detached to examine into the resources and military condition of the Azores, under the idea that it might be necessary to form some establishments at those islands, of which he made a very interesting report.

Early in 1808, the late Sir Charles Cotton assumed the command on the Lisbon station, and Captain Curzon continued to be employed in the blockade of the Tagus until the period of the Convention of Cintra, when the British entered that river according to the articles of capitulation, and the Elizabeth was attached to the squadron under Rear-Admiral Tyler, ordered to escort the Russian ships to England †.

In Jan. 1809, we find Captain Curzon superintending the embarkation of Sir John Moore's army at Corunna; and for his services on that occasion he received the thanks of both Houses of Parliament, in common with the other officers employed on that important service ‡. The Elizabeth was soon afterwards sent to strengthen the naval force at Rio Janeiro, in consequence of a French squadron being supposed to have gone to the Rio de la Plata. Having formed a junction with Rear-Admiral de Courcy, and examined the ports along the coast of Brazil and the above mentioned river, without hearing any thing of the enemy, Captain Curzon returned to Rio Janeiro, and thence with the trade from that place and Bahia under his protection to England, where he

* See p. 319.

† At the end of March 1808, Sir Charles Cotton had reason to expect that the Russian squadron, in consequence of a disagreement with the French, would come out. This expectation induced him, early in the following month, to make overtures for a conditional surrender. These, however, were unsuccessful; and it was not until the French General Junot had agreed to evacuate Portugal, that Admiral Siniavin could be induced to put the ships under his orders into the hands of the British, to be held as a deposit, until six months after the conclusion of a peace between Great Britain and Russia. See p. 432.

‡ See p. 335.

arrived in April, 1810. During his absence, our officer received the honorable appointment of a Colonel of Royal Marines *. He subsequently commanded the squadron employed in the blockade of Cherbourgh; and at the general promotion, July 31, 1810, was advanced to the rank of Rear-Admiral.

From this period Rear-Admiral Curzon made repeated applications for a command; but no vacancy occurring for active service in which he could be employed, he had no opportunity during the remainder of the war of hoisting his flag.

His commission as Vice-Admiral bears date, June 4, 1814.

Residence.—13 Wigmore Street, Cavendish Square.

SIR LAWRENCE WILLIAM HALSTED,

Vice-Admiral of the White; and Knight Commander of the most honourable Military Order of the Bath.

This officer is a son of the late Captain Halsted, R. N.; and, if we mistake not, was third Lieutenant of the Canada, 74, commanded by the Hon. William Cornwallis, in the memorable action between Sir George B. Rodney, and the Count de Grasse, April 12, 1782 †. On that important day the Canada was in the centre division, and of course warmly engaged for some time before the alteration of the wind gave an opportunity to break the enemy's line. She after this continued in action, and bore up with those of the French ships which stood firm to their Admiral. After refitting at Jamaica, the Canada, being ordered home with the convoy and prizes, was in that dreadful storm which proved fatal to the Ville de Paris, Centaur, and so great a part of the men of war and merchant ships ‡. She however weathered the gale better than any ship in the fleet, and arrived safe at Portsmouth, where she was paid off in October 1782; and from that period we find no mention of the subject of this memoir, until the Russian armament, in 1791, when he commanded the

* Oct. 25, 1809.

† See note at p. 35, *et seq.*

‡ See Retired Captain JOHN N. INGLEFIELD.

Atalante sloop, in the East Indies. On the 31st May in the same year, he obtained post rank; and early in 1794 was appointed to the Hector of 74 guns, bearing the flag of Rear-Admiral (now Sir George) Montague; from which ship he afterwards removed with that officer into the London, a second rate. He subsequently commanded the Venus of 32 guns, forming part of Rear-Admiral Harvey's squadron in the North Sea.

In the spring of 1796, we find Captain Halsted in the Phœnix, a 36-gun frigate on the same station, under the orders of Admiral Duncan, who, having received intelligence that a small Dutch squadron had sailed from a port in Norway bound to the Texel, despatched him, with the Leopard, Pegasus, and Sylph sloop, in quest of them. Early in the morning on the 12th May, the enemy were seen to leeward, consisting of a frigate, three brigs, and a cutter. Captain Halsted immediately gave chace, upon which the brigs bore up, and were followed by the Pegasus and Sylph. The frigate was closely pursued by the Phœnix. At a quarter past eight A. M., the British frigate being close up on her weather quarter, she hoisted Dutch colours, upon which Captain Halsted ordered a shot to be fired across her; and ranging up to windward, commenced a close and brisk action, which continued about twenty minutes, when she struck; and proved to be the Argo of 36 guns and 236 men; 6 of whom were killed, and 28 wounded. The Phœnix had 1 man slain and 3 wounded.

Two of the brigs, the Echo of 18, and De Gier of 14 guns, were driven on shore by the Pegasus and Sylph, to the eastward of the Texel. Admiral Duncan with the squadron chased the other, which was taken possession of by the Sylph; she proved to be the Mercury, of 16 guns and 85 men. The next day the cutter was brought into the fleet; she was the Duke of York buoy boat, taken on the 11th by the Argo.

The Phœnix was afterwards stationed on the coast of Ireland, where she captured several of the enemy's large privateers. In the summer of 1800, she was employed in the blockade of Cadiz, under Sir Richard Bickerton, and from thence proceeded to the Mediterranean, where Captain Halsted was entrusted with the command of a squadron of fri-

...ned off Elba, to prevent supplies being conveyed ...nch troops then on that island.

...e 3d Aug., 1801, at 2h 30′ P. M., a frigate and several ...essels were seen to the southward of the Piombino passage, steering for Port Longone. The squadron went in chace of them immediately, and at 10 minutes past 8, after several shot had been fired from their bow and stern-chacers, Captain Gower, of the Pomone, ran alongside the frigate, and soon compelled her to surrender. She proved to be la Carrere, of 40 guns and 356 men, from Port Vendre, with ammunition for the French army. The vessels under her convoy were laden with ordnance stores, &c.

On the 2d of the following month, two French frigates were discovered steering towards Leghorn, to which Captain Halsted gave chace. On the approach of the squadron, one of them ran a-shore off Vado, and struck her colours without offering any resistance; she was found to be the Success, formerly British. The other frigate, la Bravoure, of 46 guns and 283 men, got on shore near a battery, to the southward of Leghorn, where her masts soon went by the board, and the ship was totally lost. By the exertions of Lieutenant Thompson, of the Phœnix, and the men employed under him, the Success was got off without receiving any material injury.

Captain Halsted arrived at Portsmouth from the Mediterranean, June 24, 1802. In the spring of 1805, he was appointed to the Namur, a cut down 90, in which ship he assisted at the capture of the four French line-of-battle ships that had escaped from the battle of Trafalgar *. On this occasion the Namur had 4 men killed and 8 wounded.

In the month of Dec. 1807, when the late Sir Charles Cotton was appointed Commander-in-Chief on the Lisbon station, the subject of this memoir was selected by that officer to serve as Captain of the fleet under his orders; and accordingly proceeded with him to the coast of Portugal, where he co... until after the Convention of Cintra †, and the

* See p. 289.

† ...pe and departure of the Royal House of Braganza previous to th... ...val of Sir Charles Cotton on the 15th Jan. 1808, have already been mentioned in our memoir of Sir W. Sidney Smith. The arrival of the

surrender of a Russian squadron that had sought refuge in Tagus, up to which period, in the arduous duties of a tedious protracted blockade, during times of eventful import, services of considerable magnitude, the Admiral received the most effectual aid from the effective exertions of Captain Halsted, whose advice, energy, and zeal, were eminently conspicuous and exemplary. Our officer returned to England with Sir Charles Cotton in the Hibernia, of 120 guns, in Dec. 1808. He was advanced to the rank of Rear-Admiral, July 31, 1810; Vice-Admiral, June 4, 1814; and nominated a K. C. B., Jan. 2, 1815.

Sir Lawrence W. Halsted married, in 1803, a daughter of Sir Edward Pellew, Bart., (now Viscount Exmouth).

Residence.—Phœnix Lodge, Alton, co. Hants.

army, the battles which were fought, the change of commanders, and the Convention of Cintra that followed, are circumstances which have been often before the public. It should be known, however, that bad as that convention was, mortifying and degrading as it was to the feelings of Britons, it received considerable and important amendments from the naval Commander-in-Chief, who thrice returned it to its projectors unexecuted. The essential articles of this treaty were, that the French troops in Portugal, with their arms and equipments, should, at the expense of the British government, be transported to France, and not be considered as prisoners of war, and that they should be secured in all their *private property* of every description, by which was meant what they had plundered from the Portugueze. It was also stipulated, that the Spanish troops detained as prisoners on board ships in the Tagus, should be delivered to the British military commander, Sir Hew Dalrymple, who engaged to obtain from Spain the restoration of the French subjects detained in that country, without having been taken in battle. The seventh article of the preliminary treaty, by which the Russian fleet in the Tagus was to be allowed either to remain unmolested in that river, or to return home, was rejected by Sir Charles Cotton, who entered into a separate convention with Vice-Admiral Siniavin, by which the latter surrendered his ships with their stores, to be sent to England, and held as a deposit, till six months after a definitive peace between Great Britain and Russia.

The intelligence of the Convention of Cintra was received with general dissatisfaction in England, where the victory of Vimeira, gained by Sir Arthur Wellesley over General Junot, Aug. 21, 1808, had excited sanguine expectations of the unconditional surrender of the French army; and a formal disapprobation of its terms on the part of the British monarch was communicated to Sir Hew Dalrymple.

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